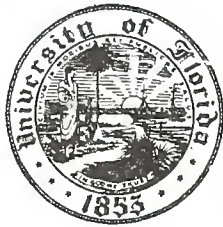


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HAZARD'S

REGISTER OF PENNSYLVANIA,

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USEFUL INFORMATION

RESPECTING THE STATE OF PENNSYLVANIA.

EDITED BY SAMUEL HAZARD.

VOL. XVI.—FROM JULY 1835 TO JANUARY 1836.

Philadelphia.

PRINTED BY WM. F. GEDDES—9 LIBRARY STREET.

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ERRATA.

Page 410, line 32 from the top, for *midst*, read *minds*.
 " 411 ,, 49 " for the *port*, read *other ports*.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.—NO. 1.

PHILADELPHIA, JULY 4, 1835.

No. 391.

REPORT OF THE FINANCES OF THE COMMONWEALTH OF PENNSYLVANIA, FOR THE YEAR 1834.

Made to the Legislature, by the Auditor General.

No. I.

Lands, Fees on Lands, &c.

Amount of purchase money, with
interest thereon \$25,799 98
Fees on warrants and patents 6,502 66

Office Fees.

Surveyor General's Office 1,062 49
Secretary of the Land Office 342 79

33,707 92

No. II.

Auction Commissions.

William Folwell, Jr.	2,000 00
S. W. Lippincott	2,000 00
George Thomas	2,000 00
William Baker	1,000 00
John L. Doolittle	1,000 00
Hulings Cowperthwait	1,000 00
Moses Thomas	1,000 00
Joseph Aitken	400 00
Randall M. Maddock	300 00
C. J. Wolbert	300 00
John W. Rich	200 00
James Clark	200 00
T. B. Freeman	200 00
John D. Goodwin	200 00
William Scott Thomas	200 00
Stephen Poulterer	200 00
H. J. Helmbold	100 00
<hr style="width: 100%;"/>	
	12,300 00

No. III.

Auction Duties.

George Thomas	20,894 89
William Folwell, Jr.	12,982 28
S. W. Lippincott	9,281 14
R. F. Allen	5,481 87
H. D. Mandeville	5,099 51
Moses Thomas	2,976 04
A. J. Lewis	2,341 29
James Burk	2,038 82
William Baker	1,391 86
C. J. Wolbert	1,077 28
Richard N. Konecke	340 21
George K. Kuhn	235 92
T. B. Freeman	228 75
H. J. Helmbold	190 23
John L. Doolittle	134 91
J. D. Goodwin	174 49
Stephen Poulterer	151 88
George Riter	86 71
H. Cowperthwait	83 18

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1

Curtis Clayton	51 68
James Clark	68 55
William Scott Thomas	68 47
R. H. Maddock	22 48
Joseph Aitken	14 27
<hr style="width: 100%;"/>	
	65,416 71

No. IV.

Dividends on Bank Stock.

Bank of Pennsylvania	105,000 00
Philadelphia Bank	15,699 00
Farmers and Mechanics' Bank	6,832 00
<hr style="width: 100%;"/>	
	127,531 00

No. V.

Dividends on Bridge, Navigation and Turnpike Stock.

Big Beaver bridge	600 00
Schuylkill bridge at Norristown	360 00
Danville bridge	250 00
Northumberland bridge	1,000 00
Harrisburg bridge	7,200 00
Conemaugh bridge	550 00
Allegheny bridge	2,600 00
Schuylkill bridge at Pottstown	210 00
Nescopeck bridge	240 00
Wilkesbarre bridge	487 50
Lewisburg bridge	800 00
Schuylkill Navigation Company	4,750 00
Susquehanna and York borough	
turnpike	250 00
Erie and Waterford	600 00
Chambersburg and Bedford	717 32
Harrisburg and Middletown	1,260 00
Bedford and Stoystown	2,153 85
Lancaster, Elizabethtown and	
Middletown	500 00
Lehigh and Susquehanna	200 00
Easton and Wilkesbarre	250 00
<hr style="width: 100%;"/>	
	24,978 67

No. VI.

Tax on Bank Dividends.

Farmers bank of Reading	1,239 78
Lebanon bank	353 40
Bank of Northumberland	798 00
Bank of Middletown	614 93
Bank of Delaware county	727 44
Merchants and Manufacturers,	
Pittsburg	1,920 00
Bank of Penn township	1,798 88
Bank of Montgomery county	962 28
Farmers Bank of Bucks county	354 82
Monongahela Bank of Browns-	
ville	576 09
Erie Bank	123 41
Bank of Germantown	932 40
York bank	1,079 81
Bank of Gettysburg	587 19
Girard bank	7,800 00

Moyamensing bank	200 00
Northampton bank	666 88
Wyoming bank	429 54
Lancaster bank	481 16
Farmers bank of Lancaster	1,710 24
Bank of Pittsburgh	5,611 37
Easton bank	5,100 41
Bank of Chester county	6,630 76
Miners bank of Pottsville	80 00
Kensington bank	1,498 00
Southwark bank	2,100 00
Schuylkill bank	5,440 00
Carlisle bank	1,111 03
Bank of the Northern Liberties	2,800 00
Mechanics bank, Philadelphia	5,320 00
Commercial bank of Pennsylvania	5,440 00
Bank of Chambersburg	1,215 17
Harrisburg bank	1,268 20
Manufacturers and Mechanics bank	1,256 93
Western bank of Philadelphia	1,120 00
Bank of North America	4,800 00
	<hr/> 74,148 12

No. VII.

Tax on Coal Companies.

Delaware coal company	1,437 60
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No. VIII.

Tax on certain Offices.

D. R. Porter, prothonotary of Huntingdon co.	155 06
John W. Cunningham, prothonotary of Chester	74 27
J. M. Snowden, reg. and rec. Allegheny	119 30
John Lisle, prot. district court of Philadelphia	3,310 30
Richard Palmer, prot. of Philadelphia	1,787 67
John Humes, Register of Philadelphia	1,415 71
Jacob Peeler, recorder of Lancaster	18 89
Wm. Whiteside, register do	315 63
Christian Bachman, prot. do	825 85
John Roberts, prot. of Dauphin	81 69
Alexander M'Caraher, rec. Philadelphia	3,058 53
Timothy Matlack, former prot. Dis. Court Philadelphia	33 54
John Goodman, former prot. Dis. Court Philadelphia	17 98
Michael Leib, former prot. Dis. Ct. Philadelphia	1 88
	<hr/> 11,216 30

No. IX.

Tax on Writs, &c. Per Act of 6th April, 1830.

George Ziegler, prot. of Adams county	234 01
Henry H. Peterson, prot. Allegheny	637 54
John M. Snowden, reg. and rec. Allegheny	464 15
John Croll, register and recorder Armstrong	135 00
James Logan, prothonotary Beaver	197 76
David Johnston, register and recorder Beaver	130 95
Job Mann, prothonotary Bedford	283 73

Jacob Sallade, prothonotary Berks	172 91
George Smith, register do	61 59
John Miller, recorder do	338 05
James P. Bull, prothonotary Bradford	145 00
Elisha S. Goodrich, register and recorder Bradford	236 83
Charles H. Matthews, prothonotary Bucks	54 32
William Purdy, late prothonotary Bucks	242 75
Andrew Heller, register Bucks	77 12
Michael Dech, recorder do	474 82
Peter Duffy, prothonotary of Butler	130 00
Maurice Bredin, recorder Butler	70 50
Adam Bausman, prothonotary Cambria	151 25
James Gilleland, prothonotary Centre	252 20
William Pettitt, register and recorder Centre	130 95
John W. Cunningham, prothonotary Chester	372 73
Nimrod Strickland, reg. Chester	67 23
Robert Ralston rec. do	480 15
Joseph Boone, prot. Clearfield	100 00
Jacob Eycry, prothonotary Columbia	157 14
John Cooper, register and recorder Columbia	87 30
Edward A. Reynolds, prothonotary Crawford	173 99
John Harper, prothonotary Cumberland	413 95
Samuel Woodburn, register Cumberland	32 98
John Roberts, prothonotary Dauphin	384 12
Samuel Pool, register and recorder Dauphin	184 30
Edwin J. Kelso, prothonotary Erie	385 82
Richard Beeson, prothonotary Fayette	204 67
John Keffer, register and recorder Fayette	128 04
Alexander M'Clan, late register and recorder Fayette	66 75
John Flanagan, prothonotary Franklin	427 50
Paul I. Hetich, register and recorder Franklin	212 73
Enos Hook, prothonotary Greene	80 00
Jesse Lazear, register and recorder Greene	90 00
David R. Porter, prothonotary Huntingdon	447 02
Richard B. M'Cabe, prothonotary Indiana	245 00
Thomas Hastings, prothonotary Jefferson	40 00
William W. Kirk, prothonotary Juniata	78 57
Robert Bernard, register Juniata	68 39
Christian Bachman, prothonotary Lancaster	574 24
William Whiteside, register Lancaster	78 57
Jacob Peeler, recorder Lancaster	467 54
Daniel Cramer, prothonotary of Lehigh	147 44
John Wilson, register and recorder Lehigh	141 44
Adam Ritscher, prothonotary Lebanon	173 14
John Uhler, register Lebanon	25 22
John Shindle, recorder do	84 87

Henry Pettebone, prothonotary Luzerne	373 44
Isaac Bowman, register and recorder Luzerne	237 25
Joseph Wood, prothonotary Lycoming	229 88
John Vanderbelt, register and recorder Lycoming	191 09
William S. Rankin, late prothonotary Mercer	69 50
John Keck, prothonotary Mercer	135 50
Samuel Holstein, register and recorder Mercer	165 00
Asa Sartwell, prothonotary M'Kean	40 00
Joshua Beale, register and recorder Mifflin	95 00
Adam Slemmer, prothonotary Montgomery	261 17
William Powell, register Montgomery	51 41
James Wells, recorder Montgomery	58 02
Samuel D. Patterson, late recorder Montgomery	100 00
William L. Sebring, prothonotary Northampton	345 81
George Hess, Jr. register Northampton	49 47
Edward Y. Bright, prothonotary Northumberland	140 00
Solomon Shaffer, register and recorder Northumberland	126 58
George Stroop, prothonotary Perry	164 25
John M'Keegan, register and recorder Perry	136 29
Richard Palmer, prothonotary Philadelphia	523 56
John Lisle, prothonotary District Court Philadelphia	1,660 16
John Humes, register Philadelphia	239 11
Alexander M'Caraher, recorder Philadelphia	2,728 13
Jacob Hammer, prothonotary Schuylkill	255 51
Samuel Huntzinger, register and recorder Schuylkill	206 61
Chaney Forward, prothonotary Somerset	255 00
Asa Dimock, prothonotary Susquehanna	131 92
C. L. Ward, register and recorder Susquehanna	120 50
Jonah Brewster, prothonotary Tioga	135 00
Benj. B. Smith, register and recorder Tioga	98 46
Joseph Stilwell, prothonotary Union	183 09
Samuel Raush, register and recorder Union	111 07
Arnold Plummer, prothonotary Venango	290 25
Walter H. Hodges, prothonotary Warren	59 31
Robert Miles, late prothonotary Warren	120 00
Thomas Officer, prothonotary Washington	181 39
John Grayson, register Washington	44 14
William Hoge, recorder do	217 28
Solomon Moore, late prothonotary Wayne	24 00
J. P. Olmstead, recorder Wayne	65 00
James Manning, late recorder do	47 05
Randall M'Laughlin, prothonotary Westmoreland	285 18
Alexander Johnston, register and recorder Westmoreland	265 78

John W. Hetrick, prothonotary York	693 87
Michael Doudel, register York	51 89
Charles Nes, recorder York	139 91
Leonard S. Johns, prothonotary Supreme court, Western District	229 38
Benjamin Parke, prothonotary Supreme court, Middle District	139 20
J. K. Findly, late prothonotary Supreme court, Lancaster District	142 59
Alexander Jordan, prothonotary Supreme court, Northern District	179 93
William Duane, prothonotary Supreme court, Eastern District	164 14
	<u>24,203 34</u>

No. X.

Fees of the Secretary of State's Office.

Amount of fees received and accounted for by Samuel M'Kean, late Secretary	148 95
Amount of fees received and accounted for by James Findlay, Secretary	516 75
	<u>665 70</u>

No. XI.

Tavern Licenses.

Robert Smith, late treas'r Adams eo.	639 88
Nathaniel Holmes, do Allegheny	3,547 80
Samuel M'Kee, do Armstrong	301 31
John English, late Beaver	329 61
James D. Eakin do	290 00
Solomon Filler Bedford	844 66
David Bright Berks	2,405 72
Chauncey Frisbie Bradford	393 50
Jesse Johnson, late Bucks	389 54
M. H. Jenks do	1,342 44
Andrew Sproul, late Butler	100 00
John Ivory Cambria	353 88
Wm. A. Thomas, late Centre	534 00
John G. Lowrey do	200 00
James Alexander, late Chester	1,703 10
G. P. Gulich, late Clearfield	147 77
Martin Hoover do	136 42
John Fruit Columbia	640 00
Joseph Morrison, late Crawford	196 53
Daniel Shryock do	250 00
John Phillips Cumberl'd	959 71
Richard T. Leech Dauphin	1,264 90
Oborn Levis Delaware	939 60
George Moore Erie	479 00
George Meason Fayette	470 25
Jasper E. Brady Franklin	994 00
Benjamin Campbell, Jr. Greene	133 00
Jacob Miller Huntingdon	458 06
James Todd Indiana	250 00
Wm. A. Sloan, late Jefferson	85 50
James M. Steedman do	40 00
Joseph Cummins Juniata	235 00
Zephaniah M'Lenegan Lancaster	3,995 53
Emanuel Meiley, late Lebanon	661 98
Michael D. Eberhard Lehigh	1,704 01
B. A. Bidlack Luzerne	822 34
James Gamble Lycoming	1,000 20
David T. Porter, late Mercer	75 59
Joseph Shannon do	150 00
J. Needham, late M'Kean	10 00
James Dickson, late Mifflin	338 98
John Geyer Montgo'ry	1,000 00
Samuel Kinsey, late Northamp'n	1,548 06
George Weiser, late Northumb'd	727 45
Samuel Bloom do	400 00

Robert Kelly	Perry	461 89
Wm Stephens	Philada.	10,497 47
Jacob Shoemaker, late	Pike	228 38
John Schall, late	Schuylkill	1,561 67
Isaac Ankeny, late	Somerset	622 98
George Mowry	do	468 00
William Foster	Susquehanna	262 20
John Barnes	Tioga	124 00
Jacob Mauck	Union	773 51
Wm. Raymond	Venango	199 80
Scott W. Sayles	Warren	69 10
Sam'l M'Farland, former	Washington	173 41
Benjamin Stewart, late	do	877 60
Samuel Marshall	do	500 00
E. W. Hamlin	Wayne	241 30
William M'Kinney, late	Westmore'd	874 84
Daniel C. Morris	do	70 00
Daniel Hartman	York	1,723 10
		<hr/> 53,223 57

No. XII.

Duties on Dealers in Foreign Merchandize.

Robert Smith, late treas- urer of	Adams co.	730 75
Nathaniel Holmes, treas'r	Allegheny	1,220 45
Samuel M'Kee	Armstrong	540 79
John English, late	Beaver	304 48
James D. Eakin	do	310 00
Solomon Filler	Bedford	795 13
David Bright	Berks	1,713 17
Chauncey Frisbie	Bradford	525 89
Jesse Johnson, late	Bucks	312 14
M. H. Jenks	do	1,250 16
John Ivory	Cambria	236 23
William A. Thomas, late	Centre	761 95
John G. Lowrey	do	200 00
James Alexander, late	Chester	1,954 63
Abraham Darlington, jr.	do	1,979 43
G. P. Gulich, late	Clearfield	81 00
Martin Hoover	do	123 50
John Fruit	Columbia	460 00
Joseph Morrison, late	Crawford	514 52
Daniel Shryock	do	450 00
John Phillips	Cumberl'd	1,210 97
Richard T. Leech	Dauphin	787 92
Oborn Levis	Delaware	562 14
George Moore	Erie	496 00
George Meason	Fayette	742 17
Jasper E. Brady	Franklin	1,239 80
Benjamin Campbell	Greene	380 26
Jacob Miller	Huntingdon	438 79
James Todd	Indiana	854 75
William A. Sloan, late	Jefferson	97 37
James M. Steedman	do	77 00
Joseph Cummins	Juniata	250 00
Zephaniah M'Lenegan	Lancaster	1,969 33
Emanuel Meily, late	Lebanon	571 64
Michael D. Eberhard	Lehigh	1,492 05
B. A. Bidlack	Luzerne	623 98
James Gamble	Lycoming	643 42
David T. Porter, late	Mercer	50 00
Joseph Shannon	do	550 00
John Needham, late,	M'Kean	40 00
James Dickson, late	Mifflin	356 49
Christian Keisel, late	Montgomery	194 92
John Geyer	do	948 61
Samuel Kinsey, late	Northam'n	1,800 04
George Weiser, late	Northumb'd	622 74
Samuel Bloom	do	244 80
Robert Kelly	Perry	507 54
William Stephens	Philadel'a	6,141 32
Jacob Shoemaker, late	Pike	144 88
John Schall, late	Schuylkill	993 55
Isaac Ankeny, late	Somerset	273 84
George Mowrey	do	322 00

William Foster	Susquehanna	363 46
John Barnes	Tioga	206 00
Jacob Mauck	Union	669 32
William Raymond	Venango	377 13
Scott W. Sayles	Warren	173 52
Samuel M'Farland, former	Washington	312 80
Benjamin Stewart, late	do	1,405 99
Samuel Marshall	do	1,100 88
E. W. Hamlin	Wayne	273 21
William M'Kinney, late	Westmore'd	987 33
Daniel C. Morris	do	250 00
Daniel Hartman	York	1,384 51
Cornelius Stevenson city of Philad.		14,581 09
George Weitzel	city of Lancaster	534 20
William Graham	city of Pittsb'g	2,920 19
		<hr/> \$65,632 17

No. XIII.

State Mops.

Richard T. Leach, treasur- er of	Dauphin	8 55
William Stephens	Philadelphia	104 50
Jacob Krebs		5 00
Samu'l M'Farland, former	Washington	74 49
		<hr/> 192 54

No. XIV.

Collateral Inheritances.

William Laub, treas'r of	Adams co.	2 50
Nathaniel Holmes	Allegheny	863 86
Solomon Filler	Bedford	88 15
David Bright	Berks	276 79
Jesse Johnson, late	Bucks	178 47
M. H. Jenks	do	589 57
James Alexander, late	Chester	10 06
Abraham Darlington, jr.	do	1,508 52
Daniel Shryock	Crawford	10 00
John Phillips	Cumberland	444 53
Richard F. Leech,	Dauphin	103 58
Oborn Levis	Delaware	228 04
Jasper E. Brady	Franklin	312 51
Jacob Miller	Huntingdon	31 28
Z. M'Lenegan	Lancaster	1,371 52
Emanuel Meily, late	Lebanon	65 00
John George	do	240 68
Joseph Shannon	Mercer	10 88
Christian Keisel, late	Montgomery	125 97
John Geyer	do	593 62
Joseph Shnyder	Northampton	298 11
George Weiser, late	Northumb'd	290 44
Samuel Bloom	do	17 52
William Stephens	Philadel'a	9,433 53
Jacob Mauck	Union	56 06
William M'Kinney, late	Westmoreland	22 02
Daniel C. Morris	do	14 25
		<hr/> 17,187 46

No. XV.

Pamphlet Laws.

John Schall, late treas'r	Schuylkill	4 27
Richard T. Leech, treas.	Dauphin	7 13
Oborn Levis	Delaware	4 75
David Bright	Berks	3 80
William Stephens	Philadelphia	64 60
William A. Thomas, late	Centre	1 00
Samu'l M'Farland, former	Washington	5 16
B. Stewart	do	5 50
Z. M. Lenegan	Lancaster	11 40
William Darlington, jr.	Chester	8 02
		<hr/> 115 63

No. XVI.

Militia and Exempt Fines.

Richard T. Leech, treas. Dauphin	3 80
William Stephens Philadelphia	77 90
Fleming Davidson, former Brigade Inspector, per J. Y. Barclay, Esq. attorney for the Commonwealth	150 00
Henry Daub, Inspector 2d bri- gade 2d division	361 50
Samuel Davidson, Inspector 1st brig. 11th div.	167 50
John Davis, Inspector 1st brig. 2d division	400 00
	<hr/> 1,160 70

No. XVII.

Tin and Clock Pedler's Licenses.

Nathaniel Holmes, treas. Allegheny	142 00
Samuel M'Kee Armstrong	28 50
John English, late treas. Beaver	57 00
James D. Eakin do	30 00
Solomon Filler Bedford	142 50
David Bright Berks	28 50
Chauncey Frisbie Bradford	28 50
Jesse Johnson, late Bucks	57 00
John G. Lowrey Centre	85 50
James Alexander, late Chester	28 50
Daniel Shryock Crawford	40 00
John Phillips Cumberland	57 00
George Moore Erie	120 00
Jasper E. Brady Franklin	85 50
Jacob Miller Huntingdon	28 50
James Todd Indiana	6 06
Zephaniah M'Lenegan Lancaster	85 50
Emanuel Meiley, late Lebanon	28 50
Michael D. Eberhard Lehigh	147 00
B. A. Bidlack Luzerne	199 50
Joseph Shannon Mercer	57 00
Samuel Kinsey, late Northampton	199 50
George Weiser, late Northumb'd	28 50
William Stephens Philadelphia	57 00
John Schall, late Schuylkill	57 00
William Foster Susquehanna	85 50
Scott W. Sayles Warren	28 50
Samu'l M'Farland, former Washington	68 70
Benjamin Stewart, late do	30 00
E. W. Hamlin Wayne	28 50
Daniel Hartman York	57 00
	<hr/> 2,122 76

No. XVIII.

Hawkers and Pedlers' Licenses.

Robert Smith, late treas. Adams co.	115 90
Nathaniel Holmes, treas. Allegheny	280 75
Solomon Filler Bedford	15 20
David Bright Berks	252 70
Chauncey Frisbie Bradford	15 20
John Ivory Cambria	7 60
William A. Thomas, late Centre	16 00
James Alexander, late Chester	15 20
Joseph Morrison, late Crawford	15 20
Richard T. Leech Dauphin	89 35
George Moore Erie	48 00
George Meason Fayette	15 20
Jasper E. Brady Franklin	53 20
Jacob Miller Huntingdon	15 20
James Todd Indiana	7 60
Zephaniah M'Lenegan Lancaster	266 95
Michael D. Eberhard Lehigh	134 20
B. A. Bidlack Luzerne	38 00
James Gamble Lycoming	45 60
Joseph Shannon Mercer	45 60

James Dickson, late Mifflin	15 20
John Geyer Montgomery	15 20
Samuel Kinsey, late do	126 35
Samuel Bloom Northumb'd	15 20
Robert Kelly Perry	15 20
William Stephens Philadel'a	1,143 80
Jacob Shoemaker, late Pike	46 55
John Schall, late Schuylkill	54 15
Isaac Ankeny, late Somerset	62 70
George Mowrey do	25 00
William Foster Susquehanna	38 00
Jacob Mauck Union	30 40
Sam'l M'Farland, former Washington	9 16
Benjamin Stewart, late do	40 00
E. W. Hamlin Wayne	53 20
William M'Kinney, late Westmorel'd	15 20
Daniel C. Morris do	30 00
Daniel Hartman York	45 60
	<hr/> 3,273 56

No. XIX.

Increase of County Rates and Levies.

Per act of 25th March, 1831.

Robert Smith, late treas. Adams co.	1,500 00
William Laub, treasurer do	2,517 50
Nathaniel Holmes Allegheny	6,000 00
John English, late Beaver	1,155 00
James D. Eakin do	640 00
Solomon Filler Bedford	589 58
David Bright Berks	7,943 25
Chauncey Frisbie Bradford	767 47
Jesse Johnson, late Bucks	5,188 75
M. H. Jenks do	5,467 81
George Miller Butler	200 00
John Ivory Cambria	350 46
John G. Lowrey Centre	3,003 24
James Alexander, late Chester	4,758 57
William Darlington, jr. do	6,323 76
G. P. Gulich, late Clearfield	359 12
Martin Hoover do	420 75
John Fruit Columbia	404 93
Daniel Shryock Crawford	400 00
John Phillips Cumberl'd	5,440 00
Richard T. Leech Dauphin	3,299 22
Oborn Levis Delaware	4,020 36
George Moore Erie	995 00
George Meason Fayette	69 32
Jasper E. Brady Franklin	3,739 28
Benjamin Campbell Greene	1,237 63
Jacob Miller Huntingd'n	2,233 55
James Tood Indiana	1,393 23
William A. Sloan, late Jefferson	396 53
James M. Steedman do	552 19
Joseph Cummins, late Juniata	278 79
Robert Patterson do	500 00
Z. M'Lenegan Lancaster	21,361 66
Emanuel Meily, late Lebanon	2,839 55
John George do	596 42
Michael D. Eberhard Lehigh	4,388 80
B. A. Bidlack Luzerne	853 26
James Gamble Lycoming	854 76
David T. Porter, late Mercer	595 00
Joseph Shannon do	241 52
John Fobes M'Kean	428 65
John Needham, late do	665 47
Christian Keisel, late Montg'ry	5,453 10
Samuel Kinsey, late Northamp.	1,692 17
Joseph Shnyder do	6,118 16
George Weiser, late Northumb'd	1,150 87
Samuel Bloom do	1,300 00
Robert Kelly Perry	1,503 77
William Stephens Philadel.	45,366 41
Orange A. Lewis Potter	766 38
John Schall, late Schuylkill	1,537 66
Joseph Ottinger do	819 64

William Foster	Susquehanna	840 00
John Barnes, jr.	Tioga	727 00
Jacob Mauck	Union	3,954 72
William Raymond	Venango	252 00
Scott W. Sayles	Warren	497 00
Benjamin Stewart, late	Washington	230 80
Samuel Marshall	do	3,509 64
Ephraim W. Hamlin	Wayne	1,350 64
William M'Kinney, late	Westmor'd	913 89
Daniel C. Morris	do	1,495 00
Daniel Hartman	York	6,461 50
		<hr/> 190,910 73

No. XX.

Tax on Personal Property.

Per act of 25th March, 1831.

William Laub, treas. of	Adams co.	280 00
John English, late	Beaver	83 91
James D. Eakin	do	35 00
Solomon Filler	Bedford	182 99
David Bright	Berks	1,023 26
Jesse Johnson, late	Bucks	930 21
M. H. Jenks	do	1,170 02
John Ivory	Cambria	10 97
John G. Lowry	Centre	123 38
James Alexander, late	Chester	1,178 48
Abraham Darlington, jr.	do	1,710 61
Richard T. Leech	Dauphin	555 00
Oborn Levis	Delaware	953 62
Jasper E. Brady	Franklin	752 00
Benjamin Campbell, jr.	Greene	100 00
Jacob Miller	Huntingdon	84 72
James Todd	Indiana	158 33
James M. Steedman	Jefferson	11 81
Joseph Cummins, late	Juniata	25 25
Z. M'Lenegan	Lancaster	2,548 37
Emanuel Meily, late	Lebanon	561 06
Michael D. Eberhard	Lehigh	554 84
B. A. Bidlack	Luzerne	57 92
James Gamble	Lycoming	79 21
Joseph Shannon	Mercer	50 00
John Needham, late	M'Kean	11 43
Christian Keisel	Montgo'ry	1,630 22
Samuel Kinsly, late	Northamp'n	319 22
Joseph Shnyder	do	446 90
George Weiser, late	Northumb'd	50 00
Robert Kelley	Perry	54 95
William Stephens	Philadel'a	9,500 00
Orange A. Lewis	Potter	16 25
John Schall, late	Schuylkill	162 60
Joseph Ottinger	do	4 49
William Foster	Susquehanna	75 00
John Barnes, jr.	Tioga	14 00
Jacob Mauck	Union	330 39
William Raymond	Venango	24 26
Scott W. Sayles	Warren	168 18
Benjamin Stewart, late	Washington	446 95
Samuel Marshall	do	289 48
Ephraim W. Hamlin	Wayne	9 54
Daniel Hartman	York	733 50
		<hr/> 27,508 32

No. XXI.

Escheats.

Estate of Elizabeth Pontius, alias Miller, Northumberland county	115 00
Margaret Porter, Chester	764 27
James Matthews, Bucks	110 34
	<hr/> 989 61

No. XXII.

Canal and Rail Road Tolls.

Robert Scott, jr. Collector, Duncan's Island	3,453 30
William B. Foster, at Allegheny-town	2,096 35
William Williams, Huntingdon	5,310 54
Levi Reynolds, Lewistown	10,171 82
John Mathews, Johnstown	35,161 54
John Nevin, Middletown	427 11
George P. Nevin, Swatara Aqueduct	707 94
John W. Miles, Northumberland	11,578 82
Abraham Hendel, Portsmouth	46,974 66
Enoch Davis, Columbia and Philadelphia Rail Road	6,607 33
John Walker, Hollidaysburg	39,162 91
David Brennehan, Leechburg	3,444 13
Thomas C. Reed, late Harrisburg	2,670 39
William T. Rogers, Bristol	12,746 68
Calcb Dusenberry, Easton	40,652 93
John L. Armstrong, Pittsburg Aqueduct	1,898 00
Charles B. Knowles, New Hope	3,355 96
Thomas Johnston, Blairsville	5,979 11
Jacob Fritz, Juniata Aqueduct	68 69
Samuel Headley, Berwick	2,415 07
Samuel Foreman, Kiskeminetas Aqueduct	197 50
E. N. Doan, late Northumberland	251 00
Thomas Airs, Jacks Narrows	58 00
David Cummings, Harrisburg	21,005 00
Andrew Boggs, late Allegheny-town	1,533 30
John S. Cash, Col. and Philadelphia Rail Road	25,455 18
Henry Chritzman, Liverpool	1,101 62
William F. Swift, late Bristol	379 89
James Black, Newport	1,388 91
John List, Out-let Locks, Columbia	21 63
Thomas L. Smith, Columbia and Philadelphia Rail Road	10,295 67
William McCreery, Allegheny-town	10,436 31
Robert Robinson, Shavers Ford	9 06
Whiteman Benner, Columbia and Philadelphia Rail Road	1,882 14
William Kinnear, Franklin	335 75
John English, Beaver	554 91
<hr/> 309,789 15	

No. XXIII.

Loans.

S. & M. Allen, part of loan per act of 16th Februa- ry, 1833	500,000 00
John Moss, balance of ditto	729,354 44
Elihu Chauncey, part of loan per act of 5th April, 1834	600,000 00
Bank of Pennsylvania, part of ditto	1,400,000 00
Do. temporary loan per act of 27th January, 1834	300,000 00
	<hr/> 3,529,354 44

No. XXIV.

Premiums on Loans.

S. & M. Allen, thirteen and fifty-one hundredths per

cent. on part of the loan of 16th February, 1833	67,550 00	
John Moss, on balance ditto	1,823 39	
Elihu Chauneey, two and fifty-eight hundredths per cent. on part of loan per act of 5th April, 1834	15,480 00	
Bank of Pennsylvania, five and three-hundredths per cent. on part of ditto	70,420 00	
	<u>155,273 39</u>	

No. XXV.

Premiums of Bank Charters.

Girard bank, second annual instalment	25,000 00	
Western bank of Philadelphia, ditto	8,533 33	
Manufacturers & Mechanics bank, ditto	5,000 00	
Moyamensing bank, ditto	4,166 67	
Towanda bank	6 17	
	<u>42,506 17</u>	

No. XXVI.

Commissioners of the Internal Improvement Fund.

Amount refunded by them to the state treasury	<u>100,000 00</u>
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No. XXVII.

Old Debts and Miscellaneous.

Jeremiah Snyder, former Sheriff of Franklin county, per F. Smith, Esq. attorney for the commonwealth	83 63	
Thomas Chambers, for a tract of land in Franklin county, late of John Nicholson,	200 00	
Christian Spayd, commissioner for improving the navigation of the river Susquehanna, being the amount awarded by arbitrators, on an appeal to the Court of Common Pleas of Dauphin county, from the decision of the accounting officers	1,028 92	
Canal Commissioners, being the proceeds of sales of public property	22 31	
Moses Atwood, agent for the Protection Insurance office of the city of Hartford, in Connecticut, for tax on insurances	537 63	
Canal fines	30 00	
	<u>\$1,902 49</u>	

From the Pennsylvanian.

ACTION OF TRESPASS—FRAUDULENT
TRANSFER OF CHATTELS.

The following law report contains matter of much interest to the community. The principles stated by the learned Judge, were deemed highly important at the time of the trial. A writ of error was taken out by the plaintiff, and is still pending. But as the case of *Pritchett vs. Jones*, 4 Rawle, 260, reported since the trial, and not cited in the discussion, strongly corroborates the views here pronounced, and seems to

leave but little ground for the expectation of a reversal, the case is now given to the public. It was tried before the Hon. T. M. PERRY, then a *Judge*, and now the *President* of the District Court for the City and County of Philadelphia, and a special jury. Messrs. Arundel and Meredith, were Counsel for the plaintiff, and Messrs. Jack and Cohen, for the defendant.

Streeper }
vs. }
Eekert. }

Action of Trespass.—Tried November, 1834.

The following charge was delivered by Judge PERRY.

The amount of property in question in this case is not large, but the principles involved are of much importance. Christian Eekert, the defendant, is charged in this action of trespass with having illegally taken certain horses and carts claimed as belonging to John Streeper, the plaintiff. It is not disputed that the property was taken on an execution out of the hands of one Jeffries. Eekert's case is substantially this.—He obtained a judgment against Jeffries before a Justice of the Peace, on the 17th August, 1832, when Jeffries was the undisputed owner and possessor of the property which is here the subject of dispute. Execution was issued on the 11th September, 1832, and this property was found in the actual possession of Jeffries, and levied on. Streeper says that between the date of the judgment and the day of the levy, he took possession of the property, as a purchaser, and hired it again to Jeffries; and he asserts that in this he did what was lawful. Now here the plaintiff is met by a principle of law, viz: that after a judgment has been obtained, a transfer by the defendant of his goods and chattels, is looked upon as wearing a deep complexion of fraud, and as subjecting to a very jealous examination, the conduct of both alienor and alienee, and that even where there is a full consideration, if the possession remain with the debtor, the act is void as against creditors; 10 S. & R. 424. A party claiming against the creditors would be bound to remove all doubt of the fairness of the transaction, even if possession accompanied the transfer. With this preliminary caution, of which the defendant has the advantage, the jury will look at the plaintiff's case—for if it is not shown that he was a creditor of Jeffries, there is an end of the controversy. The plaintiff alleges that he was a creditor; the defendant denies it, and the point is for the jury as a question of fact.

[The Judge here repeated some of the testimony, and noticed some of the arguments, and under the above remarks, left the question of fact to the decision of the jury.]

But suppose that the jury are satisfied that Streeper was a creditor of Jeffries, then the question presents itself, was there such a transfer of the property as the law will sustain. As a general proposition, it is certainly competent to a debtor to make a bona fide sale of personal property, notwithstanding there is a judgment against him.—As a general proposition, it is equally true, that horses and carts may be lawfully hired out by the owner of them to another person. The effort here, I understand to be, by a combination of these two principles, each true by itself, to control and defeat, or rather to escape from the effect of another general proposition which must be admitted to be true, to wit: that possession must accompany the transfer of personal property, or it is void against creditors.

This brings us to the enquiry what kind of possession does the law require? The answer is that the possession must be absolute and exclusive. There must be nothing colourable about it. I refer of course to property capable of delivery as this was. So far as the alienor is concerned, the possession must be substantial and continuing in its character. No device or contrivance

which the wit of man could suggest, short of an open and unequivocal possession, would be allowed to defeat the rule of law. The putting a third person in charge with the alienor, is but a concurrent possession, and would be inoperative. The taking possession of horses and carts for a single night, followed by a restoration of them in the morning, on an alleged contract of hiring, when the design that they should be restored, existed at the time of taking possession, would be a device in fraud of the law, and would not be permitted to prevail. Where the object of the whole arrangement is a mere security on the goods, and the former owner is allowed to retain them, or after a formal and temporary possession, intended so to be, is suffered to obtain them again with all the visible marks of ownership, the arrangement is void as against creditors. Any mere temporary possession taken with a view of evading the rule of law relative to unequivocal possession, but which is followed by placing the party and the property visibly in the face of the world just where they were before the alleged transfer, would be fraudulent. In thus stating the law, I do but carry out the principles of the decisions of the Supreme Court. If the rule which those decisions have recognized, not as new but as old and previously well established law, could be so readily eluded, they would have been pronounced to but little purpose. The rule certainly has vigour enough for self protection.

Then what is the case here. Mrs. Jeffries and Mr. Shaw both say the object was to secure Mr. Streeper. Mr. Shaw suggested the sale of 30th August, the delivery of temporary possession, and the return of the property under a contract of hiring as manifested by the paper dated 31st August. The plaintiff's counsel have fairly met this point, and treated the two papers of 30th and 31st August, as having been executed in pursuance of an original purpose existing before the date of the first of them. If Streeper took the articles on the 30th August, with an understanding existing at the moment that he was to restore them the next day on a contract of hiring, and Jeffries the next day accordingly re-took them into his use and possession, the transaction was fraudulent in law, and void as against Eckert's execution.

Another point was suggested by the defendant's counsel, namely; that Eckert was not liable in this suit, even supposing Streeper to have a legal claim upon the property. The case is free from legal difficulty on this head. If Eckert knew of the levy, and after receiving notice of Streeper's claim, approved of the proceedings of the Constable,—if he attended at and gave his sanction to the sale under his own execution, he is liable for the trespass, if any was committed.

Verdict for the Defendant.

From the Commercial Herald.

LAW CASE.

Postmaster General
vs.
Appleback, Gunt & Rice. } District Court of U. S., Eastern
District, Philada. May 19, 1835,
before Judge Hopkinson.

This was an action brought against the securities on the Bond of the Postmaster at Cherryville, for his default in not paying over a balance appearing to be due to the United States, on a settlement of his accounts.

John Appleback was appointed Postmaster at Cherryville, in 1816, and gave his bond with two securities, Gunt and Rice, for the faithful execution of the duties of his office. On each of the tri-monthly settlements of his accounts, there was found a small balance against him, which in the year 1820, amounted to \$51 65, and for this sum the present suit was instituted in 1831.—Previous to the act of 1825, regulating the Post Office, the law did not require the Postmaster General to take bonds of Postmasters, though such was the prac-

tice. By that act the Postmaster General is required to institute suits within two years after any default in payment, &c. or the "securities shall not be held liable to the United States, nor shall such suit be instituted against them."

The Counsel for Defendant argued, that the law would presume payment, in this case from the lapse of time between default and the institution of the suit.—That there was laches on the part of the Plaintiff, in bringing this action which should release the sureties. That the law of 1825 requires suit to be instituted on the bond, within two years after default made. This law was retrospective in its operation, and that at most, this suit should have been brought within two years after this act was passed. If it does not extend to previous bonds, suit may be brought at any length of time after default.

Prosecuting Attorney in reply:—There can be no presumption of payment here from length of time—ten years only have elapsed; it was an open account. The law of 1825, does not repeal the act of 1810, otherwise it would take away its own remedy. This was a bond under the act of 1810, and the provision in the act of 1825, as to time of bringing suit, being two years, applies to bonds taken under that act. No laches of a public officer can affect the rights of the United States.

JUDGE HOPKINSON.—When the bond was taken, there was no law requiring one, it was customary to take it, and the Supreme Court have decided, that the Postmaster General had a right to take such bond. Lapse of time is alleged by the Defendants, but it has not been such in this case as to raise a presumption of payment. The next question is, what is the effect of the proviso in the 3d section of the act of 1825. The law of 1825, is the first which requires a bond, and that proviso or clause fixing two years, for suit, applies to such bonds only. If otherwise, the Plaintiff would be disabled from recovering, because he had not brought a suit, when he was not bound to do it. Before the act of 1825, he was not required to sue within two years, yet for not suing within that time, he would by defendant's construction, lose his remedy.—Verdict for Plaintiff.

H. D. Gilpin, Esq. Prosecuting Attorney.

J. M. Scott, Esq. for Defendant.

The Pleasure Voyage to the Upper Lakes.

Extract of a letter, dated

ERIE, Pa, June 9th, 1835.

The splendid steamboat Thomas Jefferson, left this port on Saturday last, for the Upper Lakes, with 400 passengers. Cabin passage \$60. She is expected to clear by this trip \$6000, and will be absent 20 to 25 days.

From the U. S. Gazette

THE STEAMBOAT CONSTITUTION—TRIP TO CAPE MAY.

The following is the time that the Steamboat Constitution, Captain Jefferies, was performing her first trip to Cape May. Left Chestnut street wharf at 5 o'clock 5 min. A. M.; arrived at New Castle 8—46 min.; left New Castle 8—52 min.; arrived at Cape Island 12—25½ min P. M.; left Cape Island 1—26 min.; arrived at New Castle at 6—3 min.; left New Castle at 6—8 min.; and arrived at the city, (Chestnut street wharf,) at 8 o'clock 17 minutes.

The Inquirer of this morning made a typographical error, they say she came up in 5—34, it should read 6—34.

From Niles' Register.

STEAMBOATS AND STEAM WAGONS.

By OLIVER EVANS.

About the year 1772, being then an apprentice to a wheel-wright, or wagon maker, I labored to discover some means of propelling land carriages without animal power. All the modes that have since been tried (so far as I have heard of them) such as wind, treadles with ratched wheels, crank tooth, &c. to be wrought by men, presented themselves to my mind, but were considered too futile to deserve an experiment; and I concluded that such motion was impossible for want of a suitable original power.

But one of my brothers, on a Christmas evening, informed me that he had that day been in company with a neighboring blacksmith's boy; who, for amusement, had stopped up the touch hole of a gun barrel, then put in about a gill of water and rammed down a tight wad—after which they put the breech in the smith's fire; when it discharged itself with as loud a *crack* as if it had been loaded with powder.

It immediately occurred to me that here was the power to propel any wagon, if I could only apply it; and I sat myself to work to find out the means. I labored for some time without success. At length a book fell into my hands describing the old atmospheric *steam engine*. I was astonished to observe that they had so far erred as to use the steam only to form a vacuum to apply the mere pressure of the atmosphere, instead of applying the elastic power of the steam for original motion; the power of which I supposed irresistible.

I renewed my studies with increased ardor, and soon declared that I could make *steam wagons*, and endeavored to communicate my ideas to others; but however practicable the thing appeared to me, my object only excited the ridicule of those to whom it was made known. But I persevered in my belief, and confirmed it by experiments that satisfied me of its reality.

In the year 1786 I petitioned the legislature of *Pennsylvania* for the exclusive right to use my improvements in flour mills, as also steam wagons, in that state. The committee to whom the petition was referred heard me very patiently while I described the *mill* improvements, but my representations concerning *steam wagons* made them think me insane. They, however, reported favorably respecting my improvements in the manufacture of flour, and passed an act granting me the exclusive use of them as prayed for. This act is dated March —, 1787. But no notice is taken of the steam wagons.

A similar petition was also presented to the legislature of *Maryland*. Mr. Jesse Hollingsworth from *Baltimore*, was one of the committee appointed to hear me, and report on the case. I candidly informed this committee of the fate of my application to the legislature of *Pennsylvania* respecting the steam wagons—declaring, at the same time, without the encouragement prayed for, I would never attempt to make them; but that, if they would secure to me the right as requested, I would, as soon as I could, apply the principle to practice; and I explained to them the great elastic power of steam, as well as my mode of applying it to propel wagons.—Mr. Hollingsworth very prudently observed, that the grant could injure no one, for he did not think that any man in the world had thought of such a thing before; he therefore wished the encouragement might be afforded, as there was a prospect that it would produce something useful. This kind of argument had the desired effect, and a favorable report was made, May 21, 1787, granting to me, my heirs and assigns, for 14 years, the exclusive right to make and use my improvements in flour mills and the steam wagons, in the state. From that period I have felt myself bound in honor to the state of *Maryland* to produce a steam wagon, as soon as I could conveniently do it.

In the year 1789, I paid a visit to *Benjamin Chandlee & Sons*, clockmakers, men celebrated for their ingenuity, with a view to induce them to join me in the expense and profits of the project. I showed to them my draughts with the plan of the engine, and explained the expansive power of steam; all which they appeared to understand, but fearful of the expense and difficulties attending it, declined the concern. However they certified that I had shown to them the drawings and explained the powers, &c.

In the same year, I went to *Ellicott's* mills on the *Patapsco*, near *Baltimore*, for the purpose of persuading Messrs. *Jonathan Ellicott & Brothers*, and connections, (who were equally famous for their ingenuity,) to join me in the expense and profits of making and using steam wagons. I also showed to them my drawings, and minutely explained to them the powers of steam. They appeared fully to comprehend all I said, and in return informed me of some experiments they themselves had made, one of which they showed me. They placed a gun barrel, having a hollow arm, with a small hole on one side at the end of the arm, similar to *Barker's* rotary tube mill, as described in the books; a gill of water put into this barrel, with fire applied to the breech, caused the steam to issue from the end of the arm with such force as, by reaction, to cause the machine to revolve, as I judged, about one thousand times in a minute, for the space of about five minutes, and with considerable force for so small a machine.—I tarried here two days (May 10 and 11, 1789) using my best efforts to convince them of the possibility and practicability of propelling wagons, on good turnpike roads, by the great elastic power of steam. But they also feared the expense and difficulty of the execution, and declined the proposition. Yet they heartily esteemed my improvements in the manufacture of flour, and adopted them in their mills as well as recommended them to others.

In the same year I communicated my project and explained my principles to *Levi Hollingsworth*, Esq. now a merchant in *Baltimore*.* He appeared to understand them; but also declined a partnership in the scheme, for the same reasons as the former.

From the time of my discovering the principles and the means of applying them, I often endeavored to communicate them to those I believed might be interested in their application to wagons or boats. But very few could understand my explanations, and I could find no one willing to risk the expense of the experiment.

In the year 1785 or 6, before I had petitioned the legislatures, I fell in company with Mr. Samuel Jackson, of *Redstone*; and learning of him that he resided on the western waters, I endeavored to impress upon his mind the great utility and high importance of *steamboats*, to be propelled on them; telling him that I had discovered a steam engine so powerful according to its weight, that it would, by means of *paddle wheels*, (which I described to him) readily drive a vessel against the current of those waters with so great speed as to be highly beneficial. Mr. Jackson proves that he understood me well, for he has lately written letters, declaring that about twenty-six years before their date, I did

* I certify, that *Oliver Evans* did, about the year 1789, communicate a project to me, of propelling land carriages by power of steam, and did solicit me to join him in the costs and profits of the same.

LEVI HOLLINGSWORTH.

Baltimore, Nov. 16, 1812.

I do certify, that some time about the year 1781, 31 years ago, *Oliver Evans*, in conversation with me, declared, that by the power of steam he could drive any thing—wagons, mills or vessels forward, by the same power, &c.,

ENOCH ANDERSON.

November 15, 1812.

describe to him the principles of the steam engine that I have since put into operation to drive mills, which he has seen—and that I also explained to him my plan for propelling boats by my steam engine, with *paddle wheels*, describing the very kind of wheels now used for this purpose; and that I then declared to him my intention to apply my engine to this particular object as soon as my pecuniary circumstances would permit.

In the year 1800 or 1801, never having found a man willing to contribute to the expense, or even to encourage me to risk it myself, it occurred to me that though I was then in full health, I might be suddenly carried off by the yellow fever, that had so often visited our city, (Philadelphia,) or by some other disease or casualty to which all are liable, and that I had not yet discharged my debt of honour to the state of *Maryland* by producing the steam wagon. I determined, therefore, to set to work the next day and construct one. I first waited upon *Robert Patterson, Esq.* professor of mathematics in the university of Pennsylvania, and explained to him my principles, as I also did to *Mr. Charles Taylor*, steam engineer, from England. They both declared these principles to be new to them, and highly worthy of a fair experiment, advising me without delay to prove them: in hopes I might produce a more simple, cheap and powerful steam engine than any in use.—These gentlemen were the only persons who had such confidence, or afforded me such advice. I also communicated my plans to *B. H. Latrobe, Esq.* at the same time; who publicly pronounced them chimerical, and attempted to demonstrate the absurdity of my principles, in his report to the *Philosophical society of Pennsylvania* on steam engines; in which same report he also attempts to show the impossibility of making steam boats useful, on account of the weight of the engine; and I was one of the persons alluded to, as being seized with the *steam mania*, conceiving that wagons and boats could be propelled by steam engines. The liberality of the members of the society caused them to reject that part of his report which he designed as demonstrative of the absurdity of my principles; saying they had no right to set up their opinion as a stumbling block in the road of any exertions to make a discovery.—They said I might produce something useful, and ordered it to be stricken out. What a pity they did not also reject his demonstrations respecting steam boats! for notwithstanding them, they have run, are now running, and will run: so has my engine and all its principles completely succeeded—and so will land carriages, as soon as these principles are applied to them, as explained to the legislature of *Maryland* in 1787, and to others long before.

In consequence of the determination above alluded to I hired hands and went to work to make a steam wagon, and had made considerable progress in the undertaking, when the thought struck me that as my engine was entirely different in form as well as in its principles from all others in use, that I could get a patent for it, and apply it to mills more profitably than to wagons; for until now I apprehended that as steam mills had been used in England, I could only obtain a patent for wagons and boats. I stopped the work immediately, and discharged my hands, until I could arrange my engine for mills, laying aside the steam wagon for a time of more leisure.

Two weeks afterwards, I commenced the construction of a small engine for a mill to grind plaster of Paris—the cylinder six inches in diameter, and stroke of the piston eighteen inches—believing that with \$1,000 I could fully try the experiment. But before I was done with experiments, found that I had expended \$3,700—all that I could command. I had now to begin the world anew at the age of forty-eight, with a large family to support. I had calculated that if I failed in my experiment, the credit I had would be entirely lost; and without money or credit, at my advanced age, with many heavy incumbrances, my way through life

appeared dark and gloomy indeed. But I succeeded perfectly with my little engine, and preserved my credit. I could break and grind 300 bushels of plaster of Paris, or 12 tons, in 24 hours; and to show its operations more fully to the public, I applied it to saw stone on the side of Market street, where the driving of twelve saws, in heavy frames, sawing at the rate of 100 feet of marble stone in 12 hours, made a great show, and excited much attention. I thought this was sufficient to convince the thousands of spectators of the utility of my discovery: but I frequently heard them inquire if the power could be applied to saw timber as well as stone, to grind grain, propel boats, &c. and though I answered in the affirmative, I found they still doubted. I therefore determined to apply my engine to all new uses to introduce it and them to the public.

This experiment completely tested the correctness of my principles, according to my most sanguine hopes. The power of my engine rises in a geometrical proportion, while the consumption of fuel has only an arithmetical ratio; in such proportion that every time I added one-fourth more to the consumption of fuel, the powers of the engine were doubled; and that twice the quantity of fuel required to drive one saw would drive 16 saws, at least; for when I drove two saws the consumption was 8 bushels coal in 12 hours, but when 12 saws were driven, the consumption was not more than 10 bushels; so that the more we resist the steam the greater is the effect of the engine. On these principles, very light, but powerful engines, can be made, suitable for propelling boats and land carriages, without the great incumbrance of their own weight, as mentioned in *Mr. Latrobe's* demonstrations.

In the year 1804, I constructed at my works, situate a mile and a half from the water, by order of the board of health of the city of Philadelphia, a machine for cleansing docks. It consisted of a large flat, or scow, with a steam engine of power of five horses on board, to work machinery to raise the mud into flats. This was a fine opportunity to show the public that my engine could propel both land and water carriages, and I resolved to do it. When the work was finished, I put wheels under it; and though it was equal in weight to *two hundred barrels of flour*, and the wheels fixed with wooden axletrees for this temporary purpose, in a very rough manner, and with great friction, of course, yet with this small engine I transported my great burthen to the *Schuylkill* with ease; and, when it was launched in the water, I fixed a paddle wheel at the stern, and drove it down the *Schuylkill* to the *Delaware*, and up the *Delaware* to the city, leaving all the vessels going up behind me, at least, half way; the wind being a-head.

Some wise men undertook to ridicule my experiment of propelling this great weight on land, because the motion was too slow to be useful. I silenced them by answering, that I would make a carriage, to be propelled by steam, for a bet of \$3,000, to run up a level road against the swiftest horse they would produce. I was then as confident as I am now that such velocity could be given to carriages.

Having no doubt of the great utility of steam carriages on good turnpike roads, with proper arrangements for supplying them with water and fuel, and believing that all turnpike companies were deeply interested in putting them into operation, because they would smooth and mend the roads, instead of injuring them as the narrow wheels do, on the 26th of September, 1804, I submitted to the consideration of the Lancaster turnpike company, a statement of the cost and profits of a steam carriage to carry 100 barrels of flour, 50 miles in 24 hours—tending to show, that one such steam carriage would make more net profits than ten wagons drawn by 10 horses each, on a good turnpike road, and offering to build such a carriage at a very low price. My address closed as follows:

"It is too much for an individual to put in operation, every improvement which he may invent.

"I have no doubt but that my engine will propel boats against the current of the Mississippi, and wagons on turnpike roads, with great profit. I now call upon those whose interest it is, to carry this invention into effect. All which is respectfully submitted for your consideration."

In the year 1805, I published a book describing the principles of my steam engine, with directions for working it, when applied to propel boats against the current of the *Mississippi*, and carriages on turnpike roads.—And I am still willing to make a steam carriage that will run 15 miles an hour, on good level rail ways, on condition that I have double price if it shall run with that velocity, and nothing for it, if it shall not come up to that velocity. What can an inventor do more than to insure the performance of his inventions? Or, I will make the engine and apparatus, at a fair price, and warrant its utility for the purpose of conveying heavy burthens on good turnpike roads.

I feel it just to declare that, with Mr. *Latrobe*, I myself did believe, that with the ponderous and feeble steam engine, now used in boats, they could never be made useful in competition with sail boats, or to ascend the *Mississippi*, esteeming the current more powerful than it is. But I rejoice that, with him I have been mistaken; for I have lived to see boats succeed well with those engines; and still hope to see them so completely excelled and out run by using my engines, as to induce the proprietors to exchange the old for the new, more cheap and powerful principles.

I have been highly delighted in reading a correspondence between *John Stevens, Esq.* and the commissioners appointed by the legislature of *New York*, for fixing on the site of the great canal proposed to be cut in that state. Mr. *Stevens* has taken a most comprehensive and very ingenious view of this important subject, and his plan of rail ways for the carriage to run upon, removes all the difficulties that remained. I have had the pleasure, also, of hearing gentlemen of the keenest penetration, and of great mechanical and philosophical talents, freely give into the belief that steam carriages will become very useful. Mr. *John Ellicott*, (of *John*), proposed to make roads of substances, such as the best turnpikes are made with, a path for each wheel to run on, having a rail way on posts in the middle to guide the tongue of the wagon, and to prevent any other carriage from travelling on it. Then, if the wheels were made broad and the paths smooth, there would be very little wear. Such roads might be cheaply made; they would last a long time and require very little repair. Such roads, I am inclined to believe, ought to be preferred, in the first instance, to those proposed by Mr. *Stevens*; as two ways could be made, in some parts of the country, for the same expense as one could be with wood. But either of the modes would answer the purpose, and the carriages might travel by night as well as in the day.

When we reflect upon the obstinate opposition that has been made by a great majority to every step towards improvement; from bad roads to turnpikes, from turnpikes to canal, from canals to rail ways for horse carriages, it is too much to expect the monstrous leap from bad roads to rail ways for steam carriages, at once. One step in a generation is all that we can hope for.—If the present shall adopt canals, the next may try the rail ways with horses, and the third generation use the steam carriage.

But why may not the present generation, who have already good turnpikes, make the experiment of using steam carriages upon them? They will assuredly effect the movement of heavy burthens, with a slow motion, of two and a half miles an hour; and as their progress

need not be interrupted, they may travel fifty or sixty miles in the 24 hours. This is all that I hope to see in my time, and though I never expect to be concerned in any business requiring the regular transportation of heavy burthens, [on land] because if I am connected in the affairs of a mill it shall be driven by steam, and placed on some navigable water, to save land carriage—yet I certainly intend as soon as I can make it convenient, to build a steam carriage that will run on good turnpike roads, on my own account, if no other person will engage in it; and I do verily believe that the time will come when carriages propelled by steam will be in general use, as well for the transportation of passengers as goods, travelling at the rate of fifteen miles an hour, or 300 miles per day.

It appears necessary to give the reader some idea of the principles of the steam engine which is to produce such novel and strange effects; and this I will endeavor to do in as few words as I can, by shewing the extent to which the principles are applied already.

To make steam as irresistible, or powerful as gunpowder, we have only to confine and increase the heat by fuel to the boiler. A steam engine with a working cylinder only nine inches in diameter, and a stroke of the piston three feet, will exert a power sufficient to lift 5,000 to 10,000 pounds perpendicularly, two and a half miles per hour. This power applied to propel a carriage on level roads and rail ways, would drive a very great weight with much velocity, before the friction of the axle tree or resistance of the atmosphere would balance it.

This is not speculative theory. The principles are now in practice, driving a saw mill at *Manchancks* on the Mississippi; two at *Natchez*, one of which is capable of sawing 5,000 feet of boards in 12 hours; a mill at *Pittsburg*, able to grind 20 bushels of grain per hour; one at *Marrietta* of equal powers; one at *Lexington*, (Ky.) of the same powers; one, a paper mill of the same; one of one-fourth the power at *Pittsburg*; one at the same place of $3\frac{1}{2}$ times the power, for the forge, and for rolling and splitting sheet iron; one of the power of 24 horses at *Middletown* (Con.) driving the machinery of a cloth manufactory; two at *Philadelphia* of the power of five or six horses, and many making for different purposes; the principles applying to all purposes where power is wanted.

OLIVER EVANS.

Ellicott's mills on the Patopseo, Nov. 13, 1812.

As the question of the origin of rail roads and steam wagons in this country seems to have created an interest among some of our cotemporaries, we subjoin for their use the following extract from a work published in this city twenty-two years ago, by Oliver Evans—than whom few or none have contributed so largely to produce our present advanced state of improvement in the means of travelling and the mechanic arts.

It appears Mr. Evans conceived or entertained the idea of steam wagons and rail roads anterior to the year 1773; for shortly after this period we find him applying to the legislatures of Pennsylvania and Maryland for aid to carry into effect his views on these subjects. The first rejected his memorial, or paid no attention to it—deeming its author *INSANE!* The last granted him a patent for fourteen years; but from the want of public confidence in the practicability of his schemes, and his own want of means, this patent was of no use to him. He lived and died comparatively poor and neglected; and was compelled to leave all his vast conceptions and designs to be executed by smaller minds and later days, as almost all the benefactors of our race have had to do before him.

[*Phila. Penn.*

The time will come when people will travel in stages moved by steam engines, from one city to another, almost as fast as birds fly, fifteen or twenty miles an hour.

Passing through the air with such velocity, changing the scene in such rapid succession, will be the most exhilarating, delightful exercise.

A carriage will set out from Washington in the morning, the passengers will breakfast at Baltimore, dine at Philadelphia, and sup at New York, the same day.

To accomplish this, two sets of rail ways will be laid, so nearly level as not in any place to deviate more than two degrees from a horizontal line, made of wood or iron or smooth paths of broken stone or gravel, with a rail to guide the carriages, so that they may pass each other in different directions, and travel by night as well as by day; and the passengers will sleep in these stages as comfortably as they now do in steam stage boats.

A steam engine that will consume from a quarter to a half a cord of wood, will drive a carriage one hundred and eighty miles in twelve hours, with twenty or thirty passengers, and will not consume six gallons of water. The carriages will not be overloaded with fuel or water.

These engines will drive boats ten or twelve miles per hour, and there will be many hundred steamboats running on the Mississippi, and other western waters, as prophesied thirty years ago, by one who could predict them better than the poet can now. But the velocity of boats through the water, can never be made to equal the velocity of carriages through air, because the resistance of water is eight hundred times the resistance of air.

And it shall come to pass, that the memory of those sordid and wicked wretches who oppose such improvements, will be execrated by every good man as they ought to be now.

Posterity will not be able to discover why the legislature, or congress, did not grant the inventor such protection as might have enabled him to put in operation these great improvements sooner, he having asked neither money nor a monopoly of any existing thing.

The clouds of darkness will be dissipated by time.—It will be clearly discovered, that to protect inventors for sufficient terms, is the only way to get the use of their discoveries soon.

If my proposition, published in the city on the 8th of October last, has excited the attention of any to the great object of establishing a line between Philadelphia and New York for the transportation of heavy produce, merchandise and passengers, on carriages to be drawn by steam engines on rail way or smooth roads, it may be proper to submit for their consideration different plans. Mr. John Ellicott, (of John,) has suggested that paths be made for the wheels of carriages to run on, of hard substances, such as turnpike roads are made of, with a rail between them set on posts, to guide the tongue of the carriage, so that they might travel by night as well as day. Others have proposed lines of logs, flatted at the top, with a 3 inch plank pinned on them, to bear the carriage and guide the wheels; these strips of planks to be renewed as often as necessary, and while the logs would last, and be sufficient to hold the pins, the expense of repairs would be trifling.

Mr. Samuel Morey, of New Hampshire, proposes that the two rail ways be laid as near each other as they will admit to let the carriages pass in opposite directions, and to cover the whole with a slight shed to protect the carriages, the ways, goods and passengers, from injury of the weather.

It is well worthy of consideration, whether either of these plans will not be attended with much less expense than turnpike roads or canals, including the expense of making and keeping them in repair, considering that the ways would not be so subject to be interrupted by frost.

But when we compare the great expense of repairing turnpike roads, which are travelled with narrow wheeled carriages, with heavy burdens, added to the expense of the great wear of the carriages, horses and harness to that of wooden rail ways, and the carriages running on them, the result will be greatly in favor of the latter; and the difference will more than make and support a converted way, even should it require to be renewed every ten years.

I renew my proposition, viz: as soon as either of these plans shall be adopted, after having made the necessary experiments to prove the principles, and having obtained the necessary legislative protection and patronage, I am willing to take of the stock, five hundred dollars a mile, to the distance of 50 or 60 miles, payable in steam carriages or steam engines, invented by me for the purpose forty years ago, and will warrant them to answer the purpose, to the satisfaction of the stockholders, and even to make steam stages, to run twelve or fifteen miles per hour, to take back the engines at my own expense, if required.

OLIVER EVANS,

From Miners' Journal.

STRIKE FOR FREIGHTS.

We have published in another column the proceedings of a meeting recently held at Hamburg, by a number of Boatmen, with a view to advance the price of freights. It cannot be denied that the price of freights is low, but on the other hand, the price of coal is also low, and consequently coal merchants cannot afford to pay higher rates. We are persuaded that there is every disposition on the part of the latter to bestow a fair recompense on the former, but their hands are *tied up* by the inadequate recompense they themselves receive from the consumers. We cannot, however, approve of combinations with a view to *coercion*. Freights cannot, without great inconvenience and mischief, be subjected to the control of such bodies. We know that the boatmen are entitled to a competent livelihood—that the laborer is worthy of his hire—and we believe that none would be better pleased to see them prosper than the coal merchants themselves. But without an advance in the price of coal, it is impossible for them to comply with the wishes of the boatmen. The boatmen cannot but be aware of the fact, that if they are making *little* at the present rate of freights, the coal merchants, at the present prices of coal, are making *less*. The times never were harder on either branch of the business.—If the boatmen have a right to form combinations, the immediate tendency of which is to interrupt and embarrass the coal trade, the coal merchants may exercise the same right by counter-combinations. The latter have never, within our knowledge, shown any disposition to oppress the former, but on the contrary, have always been willing to pay as much in the way of freights as the price of coal would allow—and more they cannot be expected to pay. Though often the sufferers by a raise in freights, they have rarely been the gainers by a fall. We cannot, therefore, but regret the movement in question, particularly as it tends to interrupt that harmony which has hitherto prevailed among those engaged in these two branches of the coal trade.

Since the above was in type, we have learned that the number of boats concerned in the *striking* movement, is between forty and fifty—a number not equal to one fourth of the whole number on the canal, which is estimated at between four and five hundred. A large majority of the boatmen have, it is understood, come to the determination not to participate in the measures of the combination at Hamburg. They will continue as heretofore to load at the usual prices. This is as it should be. Strikes are dangerous expedients. They

never yet have been of any advantage to those concerned in them, but in the end generally prove highly injurious. There are plenty of boats on the canal for the business—even supposing the few which have *struck* should persist in their ill-advised measure. * * *

We also learn that an attempt is making to stop the business of transportation on the canal, that several boats have been detained until those who had them in charge would agree to bear a proportion of the expenses incurred by the *strikers*—that two lines have been cut and other forcible methods resorted to, to enforce obedience. If these things be true, those engaged in them will assuredly subject themselves to prosecutions, as heavy penalties are imposed for obstructions of the Navigation. The individual sufferers will also have a legal claim against the wrong doers for damages. The Navigation Company will hardly tolerate any acts of this description, and we would therefore seriously advise all who may have committed any outrages of the kind, or who design to commit them, to beware of the consequences.

MEETING OF BOATMEN.

At a large and respectable meeting of the Boatmen, held at Hamburg, on the 23d of June, 1835, GEORGE PENROSE was chosen Chairman, and *James Anderson*, Secretary.

On motion of Doct. Darrah, and seconded by Capt. Barnes, it was proposed whether this meeting should regulate the price of freight, or whether a select committee should be appointed for said purpose—and was decided in favor of appointing a select committee.

It was also moved and seconded by the same gentlemen, that a committee be appointed to draft resolutions expressive of the sense of the meeting—whereupon, James Horning, Wm. Peacock, J. Banes, G. Penrose, J. Anderson, J. Karnes, Doct. Darrah, M. Hamlin, J. Dreher, S. Shollenberger, were appointed said Committee.

Adjourned to meet again on the 24th instant.

June 24th. The meeting again assembled.

On motion, it was unanimously Resolved, that Mahlon Hamlin was exonerated from his attendance as a committee man for one hour to attend to other purposes.

The Committee, after organizing themselves by appointing James Harding, Chairman, and James Anderson, Secretary, reported the following preamble and resolutions, which was unanimously adopted:

It is the opinion of the committee, that the coal taken from the Mines in Schuylkill County would afford a living for all concerned in the trade, if properly managed—that their conveniences are equal, if not superior, to any in the state—and that the consumers would willingly pay twenty-five cents per ton more than they are now paying.

The committee think necessary to add that the Schuylkill Navigation Company deserve great credit for the improvements they have made, and the unremitting diligence they are still using for the convenience and comfort of Boatmen on the whole line of canal, and for keeping the price of their toll at the present rate, and not letting the article that many thousands of us are depending on for a living, become so low, that all concerned in it, would certainly have to quit it.

Stipulated prices are necessary for toll and freight, for mining, for coal in the ground, and for shipping from Philadelphia; then any arithmetician could calculate what coal ought to be sold for, and the price would not be varying from twenty-five to fifty cents per ton, which has brought the trade to a wretched state of confusion, which our scene exhibits near Hamburg, Berks county, at the present time.

And whereas there has been an advance in the price of our hands, provisions, unloading our boats, in tow-

ing lines, and other articles that we are compelled to use for our horses, our boats, and ourselves, which brings us to the painful necessity of doing what we have never done before, and perhaps never would have been done, provided our business would afford us a living. Many of us at the low price of freights are compelled to hire the lowest priced hands on our boats, that we are sometimes almost ashamed of ourselves.

And whereas, we have been waiting from time to time, thinking that the Coal Merchant, of Schuylkill county would advance the price of our labor, and believing as the committee do, that they have not taken us into consideration, we are of opinion that no class of people deserve more for their labor than the boatmen. We are exposed to all the storms, and the country ought at least to afford us a living.

It is known that the slaves in the South get permission from their masters to go to rest, when the sun sets, but there is no rest for Boatmen, as it is known that we are laboring at all hours of the night, and then not able to make a living in this free and independent State of Pennsylvania.

And whereas, the committee are of the opinion that there is nothing wrong in men asking for their rights as far as respects the price of their labor, which is all they have to depend on for a living. Many of the Boatmen have contracted debts at the stores on the line of canal, thinking that the business would get better, and have become so much involved in debt that they cannot leave the business to seek for other employment—and the committee have made themselves sufficiently acquainted to know, that a large number of people on the line of the canal are depending on the Boatmen for a living. Therefore,

Resolved, That we cannot see no reason why we, as Boatmen, have not as good a right to regulate our prices, as any other class of people.

Resolved, As long as we leave our prices to be regulated by any persons interested in the coal trade, we will always be kept as slaves.

Resolved, That we are of the decided opinion that we as Boatmen on the Schuylkill canal, should form ourselves into a society, for the express purpose of regulating our own business.

Resolved, That no person or persons after having adopted these resolutions, will be at liberty to load coal or freight at Pottsvilles for less than one dollar and twenty-five cents, gross weight—one dollar and fifteen cents from Schuylkill Haven, and one dollar from Port Clinton.

Resolved, That as our intentions are honest, we shall refuse any freight for this season, that shall exceed twenty per cent. on the stipulated prices, as we consider high freights as injurious to our interests as low ones.

Resolved, That the 5 per cent. taken from boatmen, has, in the opinion of this committee, been an imposition, and we will not hereafter receive any paper that has not the honest and true weight of 2,240 lbs. on it, nor settle freights in any other way.

Resolved, That should the Coal Merchants refuse to load the Boats of the leading men in this movement, they can only state that *all* the Boatmen are on an equal footing, and *all* are interested in protecting their rights, their intention being for a public good, which can be depended on. Signed—

James Horning,	John Karnes,
William Peacock,	M. Hamlin,
T. Barnes,	Doct. J. Darrah,
G. Penrose	J. Dreher,
James Anderson,	S. Shollenberger.

It was further moved and seconded that James Horning, George Penrose, and James Murray, be appointed a committee of vigilance, with power to choose one or more suitable persons to assist them in the transac-

tion of the business of this Society in Pottsville, Port Carbon, and Schuylkill Haven.

GEORGE PENROSE, Chairman.

JAMES ANDERSON, Secretary.

From the U. S. Gazette, June 27.

FLOOD.

The storm of Thursday night, was one of almost unprecedented violence. The vividness of the lightning and the noise of the thunder were terrific, and the rain descended not in drops "close chasing each other;" but, as if there were "windows in heaven," it poured down a cataract, and the streets presented by the strong glare of the lightning, the appearance of an agitated, turbid stream. In many places, where cellars had been dug for building, the earth has been washed into the cavity, and instead of a smooth earth wall, there is presented the rough edges of a clay pond.

The greatest extent of evil which has fallen under our notice, is in the immediate neighborhood of our office.

Here the water is received from the height of land in Walnut below Fourth, in Third below Walnut, from Chestnut opposite the U. S. Bank, from Franklin at Market street, from Third by Market, and from the streets and courts between Third and Fourth and Chestnut and Walnut, and between Dock and Chestnut and Second and Third street, the few sewers at the corners not operating favorably under a heavy pressure of mud. At the corner of Walnut and Dock, the latter street is so graded as to throw the water to the east side of the street, where there is a sewer, but when the flood is so great as it was on Thursday night, it follows almost as a matter of course, that the mouth of the sewer is choked with the *debris* from the streets. It will be remembered that there is a rise in Dock street from the bend opposite Pear street to Second street, and this prevents a passage of water towards the river *over* the pavement, so that when the sewer becomes choked, there is consequently an accumulation of water in the street; and on Thursday night, we are told that it was two or three feet deep before it attained the level of Second street. This height is so far above that of the curb stone, that the side walks were inundated, and the cellars of the buildings *filled*, literally *filled* with water. This was the case on the east side of Dock street, from Walnut to Second street, and of course much injury was sustained by the owners and the tenants of property. On the other side, the first cellar reached was that of Mr. Clark, at the corner of Dock and Pear street. Mr. Upton's eating house was next in order; here the cellar was largely supplied with water, and when emptied of that part of the visitation, the slimy deposit was several inches thick on the floor. The next building, occupied by Mr. Toland, the Navy agent, was most amply supplied, the cellar being full to the windows.

We regret to learn that Messrs. Webb & Co. the respectable grocers at the southwest corner of Dock and Second street, were sufferers to the amount of nearly \$1,500 by the influx of water.

Below Second street, some injury was sustained, but here the water had a clear course to the river, and of course was not directed towards the cellars.

Unfortunately the heaviest fall of rain occurred at the time of high tide in the river, and hence the sewer in Dock street, which it is known is rather a natural than artificial channel, was blocked up with the tide.

Preventive.

As this is not the first visitation of the kind that has occurred, to the serious pecuniary loss of tenants on Dock street between Second and Walnut, it may be proper to consider whether some preventive may not

be applied. One only suggests itself to us at present, that has seriously occupied public attention, but has never been tested. We allude to the project of continuing the Walnut street culvert directly down *that* street to the Delaware; thus giving two passages to the draining of the street, and providing also against the chance of obstruction of one of them by the influx of the tide. Against this there are urged two objections. The first is the elevation of Walnut street between Front and Second; requiring such a deep cut as to endanger, it is said, foundations of buildings on that street. We do not, we confess, see much force in that objection. The danger is very small, and the difficulty from the depth of the cutting far from insurmountable, as a similar height occurs in Walnut street opposite the Friends' almshouse, where the culvert was placed.

The other objection is the rapid descent from Front street to the Delaware, and the danger to the *wharves* by the "debouchment" of the subterraneous current at their foundation. We confess ourselves unprepared to say that such an objection is not valid—the opinions of persons competent to judge of such matters, should be obtained.

It is now evident, that the water cannot pass down Dock street at the existing regulations, and citizens have a right to expect that their property shall be protected.

The rain was renewed yesterday, between 12 and 1 o'clock, P. M. It came down in torrents, and added to the injury sustained the night previous.

The rye and wheat in the country, is very much lodged.

In addition to the instances of injury from the rain on Thursday night, we hear that a great many stores in Market street had their cellars partly filled with water, to the great injury of the merchandize, *dry* goods especially, contained in them.

The cellars of many dwellings in the western part of the city were filled, and the walls of several houses being built fell down.

In Little Dock street, a good deal of injury was sustained in the cellars, and in our neighborhood a baker, whose bakery was below stairs, has suffered much loss.

We regret to learn that our neighbor, Mr. Thomas Roney, had a quantity of leather injured in his cellar, at the corner of Dock and Third street, and a currier in South Fifth, opposite the Adelphi, suffered considerably.

From the Philadelphia Gazette,

DESTRUCTIVE STORM.

We were visited yesterday morning, by one of the most violent thunder storms ever witnessed in Philadelphia. Commenced about half an hour after midnight, and continued until three o'clock, during the whole of which time, except a short period, when there was a temporary suspension, it thundered and lightened almost without any intermission, with a degree of violence scarcely ever known in our latitude.

The rain fell in torrents, and probably a greater body of water has never been before seen in some of our streets. It gives us great pain to record that in a part of the city near which our office is located, extensive damage has been sustained, and that the losses that have occurred to many worthy individuals and families of moderate means, have been very great. It seems that at the time of the storm, it was high tide, which prevented, as is supposed, the discharge of the water from the mouth of the common sewer at the foot of Dock street. The consequence was that the sewer became filled, and the whole of Dock street which is more than a hundred feet wide, presented one sheet of water from house to house extending all the way from

near Front street, where the ground is elevated, up to the Exchange near to Third street.

Scarcely a cellar escaped inundation. Some of them were filled up to the ceiling, and in the case of Dock Ward Hotel, situated on the north side of Dock street at the corner above Second street, not only was the cellar filled, but the water was a foot deep in the bar room. The street called Little Dock street, as far as its junction with Second street, suffered in the same manner.

The scene exhibited yesterday morning in the designated neighborhood was truly distressing. Sugars and other groceries, hardware, casks of liquors with their bungs out, cotton yarns, and a variety of other articles were totally destroyed or greatly injured. A baker, whose oven was in the cellar, has had it entirely destroyed, and several persons have lost from a hundred to a thousand dollars. But this is not all. The length of time it will take the cellars to dry and the injury sustained by the foundations of buildings must be taken into account, as a part of the damage.

We have not heard how far the storm extended into the country, but we fear that injury must have been sustained by the wheat crop and by mill dams.

From the Pennsylvania Inquirer.

VIOLENT STORM—DESTRUCTION OF PROPERTY.

Philadelphia was yesterday morning visited by one of the most violent storms that has occurred in this vicinity for years. The rain descended for several hours in one "continued torrent," while the thunder rolled and the lightning flashed, awakening feelings of awe, if not of apprehension in the bosoms of thousands of the community. Dock street from Front street to the Exchange was completely covered with water, which in some places rose several feet above the pavements.—All the cellars in the vicinity were inundated, and at four o'clock yesterday afternoon, notwithstanding two pumps had been in use from an early hour in the morning, the cellar of the store at the S. W. corner of Dock street and Second was still flooded to the depth of several inches. The injury sustained by the occupant of the store, Mr. Webb, is estimated at upwards of \$1000. We learn from Mr. Steiner the confectioner and baker at the opposite corner, that he will not be able to bake again for several weeks, in consequence of the injury to his oven; which is in the cellar. Two of his apprentices were asleep in the cellar at the time the storm came on. When they awoke, the water was upwards of two feet in depth. But a little longer, and they would have perished.

Joshua Brown and Walter Carroll are also among the sufferers. They are dealers in second hand clothing, and occupy the cellars of the houses on the west side of Second street, just below Walnut. The proprietor of the Dock Ward Hotel, in Dock street, between Second and Third, has also sustained considerable loss.—The cellar of his house was completely filled with water, which rose to the depth of a foot in his bar room. Indeed, most of the occupants of houses on Dock street, in the neighborhood of Second, experienced more or less injury. It is supposed that the water fell in such quantities, that the sewer becoming filled, and there being no way to carry it off, it was forced through the cellar windows into the cellars. A similar storm occurred about two years since.

THE TORNADO IN PENNSYLVANIA.

The Tornado which visited New Brunswick on Friday of week before last, was felt with a most desolating effect in the northern parts of this state.—*U. S. Gaz.*

A TORNADO.

WILLIAMSPORT, Pa., June 24, 1835.

A destructive storm passed within a few miles of our

borough on Friday last, doing much injury to the property that lay in its course. The greatest injury was sustained by persons living on Lycoming creek. The dwelling house of Mr. Alexander Carothers was unroofed, and otherwise injured: his barn was literally overthrown, and his store house much injured. The barn of Mr. Oliver Watson was completely razed to the foundation: and out of a flourishing orchard of about sixty trees, but one is left standing, and that one stripped of all its branches. Mr. Willhelm, had his house unroofed. There was doubtless much other damage done, of which we had not heard the particulars.

From the Kingston Republican and Herald, June 24.

SEVERE STORM.

On the afternoon of Friday last, the rain, for an hour or more, poured down in torrents. We have seldom known so much fall in so short a time. We understand that a hard wind, bordering upon a hurricane, passed over the lower part of the township of Wilkesbarre, which done immense injury. A number of houses were unroofed, or injured, several barns injured, and one of considerable size, blown to fragments.—Many apple trees were levelled to the earth, fences blown down, and in some instances crops injured.—Several persons were slightly injured—none seriously. The hurricane was confined to a narrow strip of country, almost the whole of which, we understand, presents a scene of destruction, rarely, if ever equalled in this region.

A hurricane and heavy hail storm passed over a part of Greenwood township, in Columbia county, on Friday last. A gentleman from the neighborhood states that one or two barns and several smaller buildings were thrown down, and that hail two inches deep, remained on the ground after the storm had subsided.

From the Pittsburg Gazette.

CONVENTION

For the improvement of the Allegheny River.

Pursuant to previous notice, about 50 delegates from the counties of Warren, Venango, Crawford, Butler, Allegheny, Armstrong, Indiana, and Jefferson, met in the Presbyterian Church, in Kittanning, on Thursday last, the 18th instant.

The convention was organized by appointing the Hon. HENRY SHIPPEN, of Crawford, President; Gen. WM. AYRES, of Butler and, Dr. ADAM HAYS, of Allegheny, Vice Presidents, and Josiah Copley, of Armstrong, and Ephraim Galbraith, of Venango, Secretaries.

The following, being reported by a committee previously appointed, were unanimously adopted:

Whereas, The Allegheny River, from its magnitude, local position, and adaptation to Steamboat Navigation, is evidently destined to become the principal medium of communication between the North Eastern and South Western portions of our country, and may, at a comparatively trifling expense, be rendered navigable for Steamboats at all seasons when uninterrupted by ice, and be made productive of profit to those who may effect its improvement, and highly beneficial to a large portion of the American people; therefore,

Resolved, That the improvement of the Allegheny would go far towards a union of the Susquehanna, the Genesee and Lake Erie, with the Ohio; and that it would be a great central channel from which lateral avenues of commerce would diverge in all directions, to the great benefit of no less than thirteen States of the Union.

Resolved, That this Convention earnestly recommend to their fellow citizens of Western Pennsylvania, to urge this subject upon the attention of the Legislature, so as to secure at as early a day as possible, the prosecution and completion of this great work.

Resolved, That application be made to the Legislature for the incorporation of a company or companies to improve the navigation of the Allegheny River from Pittsburgh to the New York State line, and that the Legislature be asked to guarantee the interest for ten years on the capital stock, and that should the State prefer making the improvement of a portion of said river, that the company be authorised to make the residue of said improvement between those points.

Resolved, That Thomas Blair, Joseph Buffington, and William F. Johnston, Esquires, be a committee for the purpose of drafting a Memorial to the Legislature of this State, praying for the passage of an act to incorporate a company or companies to improve the navigation of the Allegheny River from Pittsburgh to the New York State line, in the manner recommended by the resolutions adopted by this convention.

Resolved, That the following Address be adopted, &c.

Resolved, That a Committee of Correspondence be appointed to inquire of and consult with such public bodies or private individuals as they may deem proper, to further the objects of this Convention, in the improvement of the Allegheny River, so as not to injure the descending navigation, and that said committee communicate the result of their inquiries to the next Legislature, annexed to one of the memorials prepared in pursuance of the preceding resolution; and that said committee consist of A. W. Foster and N. B. Craig, Esq's. of Pittsburg, Hon. R. Orr, of Kittanning, Hon. J. Bredin, of Butler, Hon. J. Galbraith, of Franklin, and Robert Falconer, Esq. of Warren:

From the Harrisburg Telegraph.

VALUABLE DISCOVERY.

The Crawford Messenger states that a bed of *calcareous marl*, or carbonate of lime in a clayey state, has been discovered near Brightstown in that county. The bed covers one hundred acres, and the marl is found about one foot from the surface. Its depth is not known, having been dug as deep as nine feet without finding any signs of other earth. This discovery will prove of incalculable value to the agricultural interest of that section, as it is one of the most valuable manures, and adapted, (so say the European agriculturalists) to all kinds of soil. From the extent of this bed, the soil and general features of the Western and North Western counties of this state, it is presumable that section of country abounds in this marl, which when burned, not only becomes a valuable manure, but a beautiful lime, fit for all the uses of life.

The Wheeling Va. Gazette says—"Since the completion of the Pennsylvania canals, much of the produce of the west, which before sought the New Orleans and Baltimore markets, has been drawn to Philadelphia. We have heretofore mentioned that two boats had commenced running the present season, between Bridgeport, opposite Wheeling, and Pittsburg to convey produce to the canal spoken of; and we have now to add that one will in a few days commence its regular trips between Warren, seven miles above Wheeling, and Pittsburg. The boat has been built at Warren during the last two months, and received its engine here last week. It is owned by citizens of Mount Pleasant, Ohio, and is intended to take the produce of the fertile Short creek country to Pittsburg, for the Philadelphia market. We hope to see, in two or three years, this western trade, which Philadelphia is thus diverting, restored, by the completion of the Baltimore and Ohio rail road, to its natural channel. Just as we had put this paragraph in type, the new boat spoken of passed our windows. She is called the Mount Pleasant.

Union Canal.—During the week ending the 12th June inclusive, the tolls received on the Union canal amounted to \$3,937 15. Former report 69,302 86. Total this season, \$73,240 01.

Schuylkill Navigation Company.—The total amount of receipts for tolls on the Schuylkill canal, from the opening of the canal on the 17th of March, to the 12th June inclusive, is \$141,838 21. Of this amount \$13,756 47 were received during the past week.

Lehigh Coal Trade.—During the week ending the 12th June 119 boats carrying 3988 tons of coal cleared at Mauch Chunk. Former report 765 boats carrying 27,545 tons. Despatched this season 884 boats carrying 31,533 tons of coal.

Chesapeake and Delaware Canal.—During the week ending June 12th, 133 vessels passed by the canal from the Chesapeake, and 85 from the Delaware. Total 218 vessels. The business on this important work is rapidly increasing.

State Tolls.—We learn from the Harrisburg Reporter that the amount of tolls collected on the Pennsylvania canal and rail road during the week ending the 6th inst. amounted to \$20,871 70. Of this amount \$3,898 76 was collected on the Columbia rail road.—Total amount of tolls received this season,

	\$301,314 46
Union and Schuylkill Canal, up to June 12,	215,078 21
Making a total of	\$516,392 68

From the Huntingdon Pa. Advocate.

Canal tolls received for the week ending June 13, \$18,500.

THE CANAL.

Port of Huntingdon.—Up to this time last season, 626 boats had passed this place, the present season, notwithstanding the navigation opened more than one week later, 1503 have passed, nearly 2½ times the former number. That the increase next season will be as great, there can be little doubt. Does not this augur well of the growing advantages of our public improvements, and to the future prosperity of the Commonwealth?

The Weather has been rather cool for a few days, and we understand Frost was discovered on the adjacent hills, west of this, two or three mornings since. It is said that a slight white frost was discernable in the valley, on Monday morning last, though we believe vegetation has suffered no material injury from it. The weather is now warmer.—*Kingslon Rep.*

Pottsville, June 27.

WEATHER.—In the latter end of the last and the commencement of the present week, we experienced some very cold weather. We had severe frosts on Saturday and Sunday nights. The injury to the gardens in this place was not very considerable. The beans and other tender esculents showed the effects of it, but the greater portion escaped without material damage.—*Miner's Journal.*

The Index will accompany the next or subsequent number.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 2.

PHILADELPHIA, JULY 11, 1835.

No. 392.

From the United States Gazette.

FLOUR AND TOBACCO INSPECTION.

We insert to-day a professional opinion of great importance to our commercial friends. It relates to a recent statute with the provisions of which few are as yet familiar, and we are happy to say, embodies views which are not only judiciously but economically sound! That the transit of foreign produce through our public works and from other ports should be impeded by inspection regulations, has always been a question of doubtful propriety with us, and we are glad that the legislature has at last corrected the evil. Much credit is due to the firm of Riddle, Forsyth & Atterbury, who we understand have taken the lead in the effort to direct this branch of business to our port, and who have had great difficulties and embarrassments to overcome. A vast amount of western flour and tobacco will at once be shipped from Philadelphia, which heretofore has always been sent to Baltimore.

THE INSPECTION LAWS.*

PHILADELPHIA, May 7, 1835.

Wm. B. Reed, Esq.—

Dear Sir,—Your opinion is requested in reply to the following questions. 1st. Is it necessary under the inspection law of the last Legislature, before we can export flour, the manufacture of a neighboring State, to have it inspected in this city? 2d. Is it necessary that flour from another State should be inspected in the State of which it is the product, to exempt it from inspection here, previous to shipment abroad? 3d. Does the act make a distinction between "brand" and "mark," directing the inspection of that which is marked (say with black ink) and exempting that which is branded? Very respectfully,

RIDDLE, FORSYTH & ATTERBURY.

OPINION.

I have very attentively considered the provisions of the law passed at the last session of the Legislature, entitled, "An Act relating to Inspections," particularly with reference to the points to which my attention has been directed.

The object of Inspection Laws is to maintain abroad the reputation of the products of the State. Their operation and result has been supposed to be, in the language of one of our earliest statutes on the subject, "to advance the reputation of the province, by the care of the Legislature in preventing frauds and abuses in diverse commodities of our country produce, exported to foreign markets." (*Act. 21, Ap. 1759, 1. Smith's Laws, 222.*) Beyond this, the design of the most rigid inspection system does not legitimately extend. Yet, by a singular inconsistency, in all the laws anterior to the act of the last session, produce of every kind from other States, if exported or designed for exportation from Pennsylvania, was subject to the same inspection as our own produce. By the present law, the rule relating to many articles, among which are flour and tobacco, (to which the questions refer,) is materially changed, and the distinction as to liability to inspection

between foreign and domestic produce is fully carried out.

There can be no doubt that the policy of the law was, to exempt from inspection all produce from other States exported as such. This may be assumed to be the intention of the Legislature, and is the distinctive feature of the Statute. The only difficulty arises from the difference of phraseology in the various sections of the act in relation to evidence of origin. The material provisions of the act are:

"Section 1. All flour of wheat, flour of rye, and meal made of Indian corn shall, if designed for exportation from either of the places mentioned in this section, be liable to be inspected at the following places respectively, to wit: At the city and county of Philadelphia by the Inspector of flour appointed for the said city and county, &c.

Section 5. Provided, That flour and meal manufactured in any other State, and put up in casks which shall bear *the brand or the name of such State*, may be exported from this Commonwealth as the manufacture of the State from which it shall come, and not as the flour or meal of Pennsylvania, without being liable to inspection as aforesaid.

Section 31. No person shall load or ship for transportation out of this Commonwealth, any flour or meal liable to be inspected previously to exportation as aforesaid, before he shall offer the same to the view and examination of the Inspector of flour of the port or place where the same shall be laden or intended to be laden, or before the same shall be inspected and approved according to law under the penalty of seventy-five cents for every cask, one half to the use of the person who shall give information to the Inspector or any of his deputies, and the other half to the use of the said inspector or his deputies."

The inspection of beef and pork, salted fish, and pot and pearl ashes is provided for in the same way, except that the saving clauses require that the article, when the produce of the other State shall bear *the brand of the name of such state or country*, and declare that it may be exported *with the same name branded thereon*, without being liable to inspection, &c.

Butter and hogs lard from other States are exempt from inspection and may be exported, if put up in the manner prescribed by the act, in kegs, &c. which shall bear *the brand or the name of such State, &c. with the same name branded thereon, &c.*

The provisions in relation to tobacco are as follows:

Section 116. All tobacco designed for exportation from the port of Philadelphia shall be liable to be inspected by the inspector of tobacco appointed for the said port.

Section 117. Provided, That tobacco imported or brought from any other state or country which shall bear *the brand or mark of the name of such state or country* upon the cask or package containing the same may be exported as the product of the State or country from which it came, and not as the product of Pennsylvania, without being liable to inspection, as aforesaid.

A penalty is provided, as in the case of all other ar-

* See these Laws in Vol. XV. p. 331.

ticles, for the exportation of tobacco, liable to inspection.

With reference then to every product except flour and tobacco, there can be no doubt that to exempt it from inspection, it must be packed in the manner prescribed by the act, and must bear the *brand or the name* of the State of which it is the product. Nor can it be exported as the product of such state or country, unless it have the name *branded* thereon.

In the instance of tobacco, the peculiarity of the language of the section must be considered with reference to the manner of packing the article. Tobacco imported into this Commonwealth, it appears, is usually packed in either hogsheads or packages. On the former a brand can and usually is made. Packages are marked and not branded. It is to be presumed that the Legislature had the usage of trade in view, and meant that hogsheads were to have the brand of the name of the State affixed, and packages the mark of the name of the State. From an attentive consideration of the section, with a view as well to its grammatical construction as to the policy of the law, I am however of opinion that it will admit a more liberal construction, and that tobacco from abroad, whether in hogshead or package, will be exempt from inspection, provided it have either the *brand or the mark* of the name of the State upon it.

With regard to flour, there is another peculiarity of phraseology which has occasioned a difficulty of interpretation. The casks are to bear the *brand or the name* of the state or country whence they come. This phrase, "*the brand or the name, &c.*" is used in reference to no other article except butter and lard, and there is an express provision, (omitted in relation to flour) that in order to export it free of inspection, it must have such name branded on the casks. The use of the disjunctive phrase "*brand or the name—*" and the omission of the express requisition that the name shall be branded, justify the conclusion that it was the intention of the framers of the law to adopt a less rigorous rule in relation to imported flour and that like tobacco, provided it comes from abroad, and as the evidence of its origin, has the brand—or the name (though not branded) upon it, it will be exempt from inspection.

The construction is authorised by a strict interpretation of the language of the section, by regard for the policy of the law which was to exempt foreign produce from inspection, and by a consideration never to be lost sight of in the construction of a statute, that as it is severely penal in its provisions with reference to this very point, that interpretation is to be preferred which promotes the liberal principle of the distinction between foreign and domestic produce, and restricts the application of the penalty.

The only substantial objection which can be urged to this view of the question is, that it seems to open a wide door to fraudulent practices, on the one hand, and invests the Inspectors with dangerous discretionary powers, on the other. Fraud, it seems to me, is sufficiently guarded against by the penal sections of the law. If an inspector seizes produce as designed for exportation without inspection, the burthen of proof of origin will unquestionably be on the owner. The insufficiency of the brand or mark may be reasonable ground of seizure, on which official discretion may be safely exercised. Beyond this point, and with reference to this alone, does the law authorise or allow it.

It is hardly worth the enquiry whether the presumption of law is, that produce imported from another State has been inspected before it left that State. Let the presumption be as it may, it cannot affect the result. The only enquiry is, does the produce come from abroad, and will it, when exported from this State bear the badge of its origin? It is of no possible moment whether it has been inspected or not. We guard the reputation of our staple commodities, and leave to our neighbors to take care of their's.

I am therefore of opinion, in answer to the specific questions proposed.

1st qu. Is it necessary before we can export flour, the manufacture of a neighboring State, to have it inspected in this city?

Certainly not. Flour, the manufacture of another State is expressly exempted from inspection.

2d qu. Is it necessary that the flour from another State shall have been inspected in the State of which it is the product, to exempt it from inspection here previous to shipment abroad?

It is not necessary that the flour be inspected in the State of which it is the product. All that is required is that it be the product of any other State than Pennsylvania, and be packed and marked in the mode prescribed.

3d qu. Does the law make a distinction between "brand" and "mark" in the barrel, directing the inspection of that which is marked, say with black ink, and exempting that which is branded?

I am of opinion that in the cases of flour and tobacco it is not necessary that the name of the State should be branded to exempt it from inspection. The name of the State marked with black ink is sufficient *prima facie* evidence of origin. Flour and tobacco fraudulently marked like flour and tobacco fraudulently branded, are liable to seizure if designed for exportation.

WILLIAM B. REED.

Philada, May 19, 1835.

TO MESSRS. RIDDLE, FORSYTH & ATTERBURY.

Philadelphia.

I concur in the opinion given by Mr. Reed. It is fully warranted by the letter of the act, which must be regarded as sufficient. There is no ambiguity in the words used by the Legislature; on the contrary, they are clear and explicit. This being the case, there is no room for interpretation, especially where the interpretation would have the effect of exposing to severe penalties. Penal laws are to be construed strictly.

But the letter of the law, is, in this instance, coincident with its spirit and intention. There can be no doubt whatever, that the Legislature intended to distinguish between articles produced in Pennsylvania, and those produced in other states, by providing that the latter might be exported without inspection, but that the former must be inspected before exportation. The obvious ground of this discrimination is, that articles produced elsewhere, cannot affect the reputation of Pennsylvania, even though they should be shipped from her ports. The Legislature might have rested the evidence, in this respect, upon the mere absence, of any mark of Pennsylvania inspection. But they have thought fit to require more, and this more is that the exported article shall bear upon it the annunciation of its origin—in other words, the name of the state or country where it was produced, branded or marked upon on it. As to flour and meal, the words are "*the brand or the name,*" so that either is sufficient. To reject one, would be to set up an interpretation against the words, which is inadmissible. As to tobacco the words are "*the brand or mark of the name,*" equally allowing of the two modes of satisfying the law, so that neither can be rejected, without doing violence to the exactment. The substantial purpose of the Legislature is answered as well by the one as by the other, and to endeavor to impose other or more rigorous terms upon any opinion than those provided by legislative wisdom are insufficient, would thwart and defeat the intention, which is not to embarrass or cripple the trade of export, but simply to guard the reputation of our own produce.

Indeed, one cannot fail to perceive in this act, a due appreciation of the character Pennsylvania is assuming, by reason of her noble improvements, and of the inter-

est she has, in encouraging the transit of produce from every quarter of the Union. It is contrary to her policy, to suffer trade to be driven off, by unnecessary and vexatious and burthensome regulations, as it impairs the value of the channels she has opened at so great an expense, and instead of inviting, discourages the enterprise of its citizens. So the Legislature have thought—and so thinking, they have made this law. To interpret it more rigorously than their language naturally and reasonably imports, is an offence against the rules of construction, and against the interests of the State.

JOHN SERGEANT.

Philada. June 29, 1835.

ADDRESS.

The undersigned Delegates of the several counties of Pennsylvania, represented in this Convention which has been convened for the purpose of devising measures to promote the improvement of the Allegheny river, respectfully beg leave to submit to their fellow citizens the following facts and observations in relation to this important and interesting subject.

A glance at the map of the United States is all that is necessary to satisfy any reflecting mind of the important position occupied by the Allegheny river; that it is destined ere long to become a great avenue of intercourse between the northern and eastern, and the southern and western portions of our extended country; and that it is, probably the only river through which a continuous water communication can be effected between the Atlantic sea-board and the great rivers which flow through every part of the valley of the Mississippi. But this importance is still further enhanced by the fact that it affords not only one but many such avenues, some of which shall be noticed in order hereafter. Itself being a continuation of the Ohio, stretching more to the eastward than any other tributary of the Mississippi, and piercing further into that ridge, which, throughout the almost entire length of the Union, divides the eastern from the western waters, it presents to human enterprise and industry such advantages as may enable them to render almost every tributary of water a channel of trade, through which may be borne the rich and varied productions of the fertile fields of the west and the populous cities of the east, thus concentrating in this one central channel the interchanging commerce of half the Union.

The undersigned would advert for a moment to the present unexampled flood of emigration to the west—it is flowing in all directions—to the north west and south west the far west and the near west. Now all this teeming population must have access to eastern markets; and the greater the facilities afforded to them, the greater will be their increase their prosperity, and their commerce. The great Erie canal of New York is already almost surcharged; that of Pennsylvania has more than doubled its business yearly, and cannot much longer accommodate the trade that will seek a passage through it; so that it may be safely and confidently predicted, that, for many years to come, every avenue that can be opened will be immediately occupied and filled.

Such being undisputed facts, can it for a moment be supposed that the Allegheny river, with its commanding local position, its easy susceptibility of being rendered a first rate channel of commerce of vast capacity, with its facilities for connexion at numerous points with other and far distant avenues of trade, will or can remain much longer neglected and overlooked? They think not.

Judge Geddes, who in the summer of 1826, under the authority of the commonwealth of Pennsylvania, made a survey of this river from the mouth of the Kiskiminetas to the mouth of French creek, a distance of 87½ miles, expressly with a view to the construction of

a canal along its western shore, has in his report, made some correct and judicious observations upon its general character and its capability of improvement. He says:

"That part of the river Allegheny, above mentioned, runs not in a valley, like other rivers, but in a deep bed far below the general surface of the country; making its way at the foot of precipitous rocky steep, which form either one shore or the other, in almost the whole of said distance. There are few places where shores opposite are both rocky, one side being hills covered with oak, and rising from the water's edge, at a slope of one or two hundred feet in forty perches. In some places a margin of two or three rods wide is low enough to be covered by the floods, and these flats are seldom of greater extent: this stream is very favourable, therefore, for improving by dams and locks, so little land would be inundated, the almost insuperable objection to damming other rivers. And there are certainly few streams more difficult to be improved by a side cut. The navigation of the river being perfected, as it may be, at a small expense, steamboats would be preferable to any other mode of navigating it, as towing paths would be of little use on a stream, the floods of which are 20 and in many places 30 feet above its low water surface. * * *

A remarkable characteristic of this river is, its consisting altogether of long sheets of deep, still water, separated by short shallows, seldom exceeding twenty or thirty rods in length. * * *

"The mineral wealth of the Allegheny country, is very important. Salt, iron and coal, are obtained in many places, on the part of the river which has been surveyed."—[2d Rep. Canal Com. No. 3, p. 48.]

Edward F. Gay, Esq. another Pennsylvania Engineer who surveyed this river in 1828, between the same points remarks: "It is to this species of improvement [steamboat navigation] that this river is peculiarly adapted. Its banks are uniformly high, and the fall is generally accumulated at the ripples, between which the pools are still and deep."—[Canal Rep. of 1828, p. 237.]

Col. Kearney, U. S. Topographical Engineer, who, in pursuance of a resolution of Congress, made an examination of the Allegheny in the summer of 1828, recommends that the navigation of the river should be improved by dams of a height not exceeding four or five feet, with locks to serve for passing boats from one pool to another, and says that, upon this plan, the river would be made navigable all summer for about the one fourth of the expense estimated by Judge Geddes.

From the foregoing high authorities, as well as from their own personal knowledge of the river, the undersigned have no hesitation in declaring it to be their opinion, that to improve it in such a manner as to render it a good steamboat navigation, is at once the most effective and economical mode that can be suggested. All engineers who have explored it unite in this opinion; and it is moreover the mode desired by a large majority of the people residing in its neighborhood, and who have reflected much upon the subject. And, further, when it is taken into consideration that it would be no isolated portion of steamboat navigation; but a direct continuation of, probably, the most extensive one on the globe, all doubt as to its superior utility must immediately give way.

To this mode of improvement this river is remarkably well adapted, from the uniform alternation of short pebbly ripples and long deep pools, as remarked by Judge Geddes: from its almost entire freedom from dangerous rocks, and also from the fact that few rivers discharge so large a quantity of water in proportion to its width of channel. In support of the above remarks, we need only advert to the fact that various steamboats have frequently ascended it, some to Franklin, (115 miles) some to Warren, (180 miles) and one—the Allegheny—built on the Blanchard plan, of 50 tons, to

Olean, in the State of New York, a distance of 240 miles above Pittsburgh, and all without accident or material difficulty.

They proceed now to notice in detail a few of the routes through which the trade of different sections can be drawn to this common centre.

The Kiskiminetus river, through the valley of which the Pennsylvania canal reaches the Allegheny river. Of this any remark would be superfluous.

Clarion river, and *Red Bank* and *Nahoning creeks* are large streams that stretch far to the eastward, and interlock with the tributaries of the Susquehanna, by some of which a practicable route may and, we doubt not, will yet be found for a continuous water communication between the eastern and western waters of Pennsylvania.

French Creek, which enters the river from the north-west, at the town of Franklin, has already been improved by the State to within 46 miles of the harbor of Erie; the balance of the route has been often surveyed and found fully practicable; and there is no doubt of its entire completion to that important lake port at least as early a day as the improvement of the Allegheny can be effected, which would at once throw upon this river a large portion of the trade of Lake Erie—a trade, the magnitude and importance of which need not be descanted upon here.

Conewango creek, which enters the Allegheny from the north, at the town of Warren, by being improved a distance of about thirty miles, would open a navigable communication between the Allegheny river and Chataque Lake, a fine body of water in the heart of a fertile and populous country.

Important as the foregoing routes are—(one of them giving to the Allegheny river and of course to our eastern and western cities, Philadelphia and Pittsburgh, a participation in the immense and growing trade of the great north western lakes, and building up a city at the harbor of Erie)—the improvement in contemplation will go further, and form a connection with the Rochester and Olean canal, and the Hudson and Erie Rail Road, thus open a new and extensive market for the manufactures of Pittsburgh, and for the rich and inexhaustible mines of iron and coal with which this country abounds, and at the same time opening an avenue through which emigration would pour in, until all the soil would become occupied, and the varied resources of this hitherto neglected section of our state become fully developed.

It would be useless to attempt an estimate of the amount of business which would be concentrated upon this river. The prospect is as boundless as the vast region to which it opens a passage, and will keep pace with its accumulating population, wealth and resources.

The country watered by the Allegheny is rich in those resources which furnish the largest amount of business to navigation. Bituminous coal is very abundant, of excellent quality, and so easily procured, that it can be delivered on board of boats for two cents per bushel.—Iron ore also abounds in every part of this country, as well as every facility for its manufacture.—Salt is now manufactured in large quantities on the Allegheny; the establishments are rapidly increasing in number, and may be increased to an indefinite extent.

Lumber, of the finest quality, and in exhaustless quantities, forms another item in the resources of this country, especially the upper portion.

To these may be added its unsurpassed facilities for many species of manufacture, both by water and steam power, together with the many extensive tracts of excellent limestone land it contains, and which are now settling and improving rapidly.

Although this river is well worthy of improvement, even were the country through which it flowed an unproductive desert, yet when it is shown that, so far from being so, it is remarkably prolific in resources;

and that from its hills, its forests and its work shops, the inhabitants of Western New York and the country bordering upon the great lakes will, at no distant day, draw a large portion of their fuel, lumber, iron, and in plants of agriculture, and in return supply Western Pennsylvania with gypsum, which abounds on the Genessee and Lake Erie, its expediency becomes still more apparent, and an immense amount may be added to the anticipated tonnage that would pass through it.

The undersigned might also speak of the importance of this work, as a means of national defence, as a bond of mutual interest and union between far distant sections of our country, as a facility for emigration and travel, and as giving to the citizens of the great West a still wider range of market, had they not already exceeded their prescribed limits. Should any thing herein contained appear exaggerated, let it be remembered that for the last thirty years, the wildest, the boldest anticipations respecting the West have been more than realized; that had it then been predicted that those almost limitless wilds should at this day be the dwelling place of five millions of freemen; that cities vying in wealth and splendour with those on our Atlantic border, should in that period have arisen; and that the Ohio, the Mississippi and the great lakes should be traversed by hundreds of steam boats, it would have been deemed beyond measure extravagant; yet all this is sober reality; and at this moment the onward march of this great region, in population, wealth and resources is probably more rapid than at any former period, and there is no reason to believe that it will be less so for half a century to come. The undersigned believe, therefore, that in the foregoing brief view of this important subject there is nothing contained that may not reasonably be deduced from sober calculation; and they flatter themselves that it will present itself to the minds of their fellow citizens as it does to theirs—a work that promises a rich return of capital, great and lasting benefits to a large portion of the American people, and one that is truly NATIONAL in its character.

Alex. W. Foster,
Adam Hays,
Francis Kern,
John S. Watson
James Bole,
S. S. Neale,
H. B. Forward,
Darwin Phelps,
Joseph Rankin,
David Lawson,
Thomas Blair,
Wm. F. Johnston,
Josiah Copley,
S. S. Harrison,
J. E. Brown,
Jos. Buffington,
A. Dickey,
Chas. C. Gaskill,
J. M. Steadman,
James Corbet,
Samuel C. Orr,
Wm. Douglass,
James Guthrie,

John Bredin,
Charles Evans,
William Beatty,
John McClelland,
Wm. Ayres,
S. A. Purviance,
R. Cunningham,
James Potts,
Patrick Kelly, jr.
W. Campbell, jr.
Daniel Stanard,
Thomas White,
John Galbraith,
Geo. R. Espy,
Myron Parks,
E. Galbraith, jr.
Parker McDowell,
Simeon Hovey,
S. P. Johnston,
Henry Shippen,
Meek Kelly,
Joseph M. Fox,
H. N. Lee.

On motion, *Resolved*, That a committee of correspondence be appointed to inquire of and consult with such public bodies or private individuals as they may deem proper, to further the objects of this Convention in the improvement of the Allegheny river, so as not to injure the descending navigation; and that said committee communicate the result of their inquiries to the next Legislature. Whereupon the following persons were appointed:

A. W. Foster, and
N. B. Craig, Esqrs. } Pittsburgh.
Hon. John Bredin, } Butler.

Hon. John Galbraith, *Franklin.*

Col. Robert Orr, *Kittanning.*

Robert Falconer, Esq *Warren.*

Resolved, That the thanks of this Convention are hereby tendered to the trustees of the Presbyterian church in Kittanning, for their politeness in giving them the use of the church.

The Convention, after passing a vote of thanks to the officers, and appointing J. Copley, J. E. Brown and Jos. Buffington a committee to prepare the proceedings for publication, adjourned.

HENRY SHIPPEN, *Pres't.*

WM. AYRES, }

ADAM HAYS, }

Ephraim Galbraith, jr. }

Josiah Copley, }

V. Pres'ts.

Sec.

From the Warren Voice of the People.

ALLEGHENY RIVER.

The improvement of this noble stream for Steam-boat navigation, has at length attracted the attention of capitalists. The claims of this river for improvement have hitherto been entirely neglected. And as the consequence of this neglect, the district of country through which it flows, is yet almost in a state of nature; emigrants choosing to settle in those sections of country where the state is aiding individual enterprise by the construction of Canals, Rail Roads, and Turnpikes. —Northwestern Pennsylvania is susceptible of becoming as rich and populous a section of country as any whatever. Her extensive beds of iron ore, stone coal, and building stone, and her lumber, are inexhaustible sources of wealth; and to have those sources opened and cultivated, she only needs good thoroughfares to enable her citizens to reach the many markets with which she is surrounded. Her citizens at present are engaged extensively in the manufacture of lumber, the only produce of the country which they can with profit convey to market. But we hope the time is close at hand when the Allegheny will be improved for steam navigation—when the active enterprise of our citizens will display to us the animating spectacle of innumerable steamboats navigating the pellucid waters of our beautiful stream, deeply laden with the fruits of the industry of the hardy yeomanry inhabiting its borders—their iron, their lumber, coal, and glass—supplying the most noble valley on the globe, that of the Mississippi, and bringing back the productions of the genial South; and he the happy witnesses of the hourly arrival of rail road cars laden with the merchandise of the Atlantic cities. This is no illusion; it can be realized by energetic action. The Pennsylvania improvements centre at Pittsburgh; a communication is also opening between that city and the Ohio improvements; enabling her to transport manufactures into every section of Pennsylvania and Ohio, and Michigan, and the upper Lakes, and also down the Ohio river to Virginia, Kentucky, Indiana, Illinois, Mississippi, Missouri, and Louisiana. This extension of her trade has produced a corresponding growth in the size and population of the city; about 400 buildings will be erected this season, and her population probably exceeds 30,000. There is at present no direct communication between this flourishing city of the west and the great works of the state of New York, but she may have, and we trust will have immediately, a direct and complete communication with that great state, by the immediate improvement of the Allegheny river for steam to this place, and by connecting the river, through the valley of the Conewango, with the southern Rail Road; which will be completed as rapidly as energy and liberality can drive the work forward. Make the improvement, and what can prevent Pittsburgh, with her vast manufacturing facilities, and her connections with almost every section of the Union,

from being the first inland city in our matchless country? and Western Pennsylvania from being one of the most flourishing countries in the world? Villages would spring up—manufactories of all descriptions be in active operation—her mills for the sawing of lumber more successful than ever—and her cattle upon a hundred hills heed the call of the successful farmer, and smiling Prosperity would take up her abode in every department of industry. Cannot this be realized by enterprise?

SEVERE STORM.

A heavy storm accompanied with torrents of rain, visited the neighbourhood of Kingston, Luzerne county, Pa. on the afternoon of the 19th inst. So much rain has been seldom known to fall in the same length of time, and the wind was so violent, as to border on a hurricane, and do great injury to almost every thing in its course. We learn from the Wyoming Republican that a number of houses were unroofed, several barns injured, and one large building of that kind blown to fragments. The growing crops and fruit trees are also stated to have received much damage. Several persons were injured by the storm, though none very seriously.—The hurricane was confined to a narrow strip of country, but within its limits the devastation was general, and such as has been seldom equalled in that region.—*Balt. Patriot.*

ABSTRACT FROM A DIARY OF THE WEATHER,

Kept at Gray's Brewery—June, 1835.

Mean of Thermometer,

72½

“ “ Barometer,

29 9 9

22 days Clear,

8 days Cloudy and Rain.

30

GEORGE LEWIS, Clerk.

SUMMARY OF THE WEATHER,

From June 27, to July 3, 1835.

June 27, at 5, A. M. Mercury 70, and at mid-day from 80 to 83, thunder storm in the evening.

June 28, at 5, A. M. Mercury 60, and at mid-day from 77 to 80, heavy gust in the afternoon, with rain.

June 29, at 5, A. M. Mercury 61, and at mid-day from 78 to 82, fair.

June 30, cool, Mercury 60, and at mid-day from 70 to 73, fair.

July 1, very cool, Mercury 55, and at mid-day from 68 to 70, fair.

July 2, very cool, Mercury 58, and at mid-day from 76 to 78, fair.

July 3, moderate, Mercury 65, and at mid-day from 80 to 83, fair.

It will be seen by the above, that on the morning of the first of July, the Mercury sunk to 55, which is 21 degrees below summer heat, and on the succeeding morning to 58.

There were but very few hot days during the month of June, but during three days, about the middle of the month, the farmers of Vermont had their sheep shorn of their warm and heavy fleeces, and turned the naked animals again into the pasture. A great change in the weather, from hot to very cold frosty nights, immediately ensued and about a thousand of these innocent animals, literally perished with the cold, all of which might have been saved, if the owners had taken the precaution to have had them put up in a barn. Our pity was excited, when we read of the sufferings of these poor naked creatures, but not toward their unfeeling owners. We hope, however, that they will learn wisdom, from the sufferings of their *purses*, and hereafter remember, that the merciful man, is merciful to his poor beasts.—*U. S. Gaz.*

HORTICULTURAL SOCIETY.

The first exhibition took place on Tuesday, the 23d inst., and was well calculated to cheer the Society in its course. Crowds of gratified visitors thronged the room; and the choicer articles found a ready sale at liberal prices. The flowers and green house plants formed an unexpectedly brilliant display; but although the quality of the fruits and vegetables was, in several instances, excellent, yet the number of competitors in this department was less than it ought to have been. — One of the benefits of the present exhibition is the opportunity it afforded of making extensively known that a leading object of the Society is to better our markets by stimulating *all* to that improvement, which is within the reach of a trifling additional expenditure and of a moderate degree of skill and care. It is gratifying to learn that this is more fully understood, and that a spirit of eager competition is awakened amongst those who heretofore regarded the Society as a thing altogether apart from their pursuits. The next exhibition will probably be in September, when we may hope to witness a rich and abundant display of all that pertains to either decorative or useful horticulture.

The following premiums were awarded:

To John Voechtley, for the best lettuce;

Do. do. for best radishes;

Do. do. for best onions.

To Mrs. Burgess, for best beets;

Do. do. for best apples;

Do. do. for best gooseberries;

Do. do. for second best onions.

To William Martin, for best turnips;

Do. do. for best beans.

To A. Wilson, for second best lettuce;

Do. do. for second best currants.

To Benjamin Bakewell, for best cucumbers;

Do. do. for best cabbages;

Do. do. for best melons;

Do. do. for second best turnips;

Do. do. for second best gooseberries.

To Charles Avery, for best strawberries;

Do. do. for second best do.;

Do. do. for best cherries;

Do. do. for second best do.;

Do. do. for best currants.

To J. Knauff, for the finest display of geraniums.

To Joseph Feurrier, for the finest display of carnations;

Do. do. for finest display of double pinks.

The variety and vigorous condition of the green house plants from the gardens of Mrs Collins, and Messrs Brown, Spang, and Denny, manifested eclectic taste and skill in culture that would successfully vie with the care of the florist in any part of the United States, and received their 'premiums' in the admiring award of all the visitors. — *Daily Pittsburgh Gazette.*

PITTSBURGH AND ITS PROSPECTS.

In casting an eye over the Map of the United States, and examining the relative advantages of different cities and towns, Pittsburgh certainly is pre-eminent. Standing at the head of the nearest point of Steam Boat Navigation, of the West, to the tide water of the Atlantic, and communicating with upwards of 50,000 miles of Steam Navigation of the vast and fertile Valley of the Mississippi, extending over a surface near 1 500 miles square, it would appear, in that alone, to have the means of building up an immense city. It has, besides its many turnpikes, running east, west, and north, its great state canal; and will shortly have an entire Rail Road from Philadelphia. It will, also, have a connection with the Baltimore and Ohio Rail Road, and the day is not far distant when the Chesapeake and Ohio Canal will extend to the Ohio within our city. We shall, also, have the Alleghany river improved so as to furnish a Steam Boat Navigation to the New York line,

which will be connected with a canal to Rochester, or a Rail Road to the Hudson, and probably both. The Sandy and Beaver Canal, and also the Mahoning Canal, will extend our trade vastly. — All these facilities together, place Pittsburgh far ahead of any interior city, merely as a commercial place.

The inexhaustible supplies of the very best bituminous coal, delivered at our doors, at four cents per bushel, give us an advantage over every other town for those numerous manufactories in which heat and power are required; we have 120 Steam Engines at work in and near our city. It is singular that a city with such peculiar advantages should not have as yet attracted the attention of foreign capitalists. Real estate sells very low, probably not more than one half or one third its value. This is owing to the want of banking capital; which will, no doubt, be increased next session of our Legislature. Real estate pays in, for rent, from 8 to 12 per cent interest on its cost.

Foreign capitalists could not, in the United States, make so secure and profitable investments as in Pittsburgh.

Present population is upwards of 35 000. — In 1840, it will be 50,000, and if the country prospers at all, in 1850 it will contain 100,000 inhabitants.

Its health is proverbial, and the markets abundant and cheap. PENN.

CARBONATE OF LIME.

About eleven miles north west of this place (three or four miles north of Brightstown, in this county, an inexhaustible bed of the *carbonate of lime* in a clayey state (*calcareous marl*;) has been discovered. The clay when burned after the usual manner, produces very good white lime, from the specimen we have seen we would say the *very best lime*. It has been found that at this one place, it covers an extent of one hundred acres, which is prairie land covered with turf to the depth of one foot, under which the marl is found, and although it has been dug to the depth of nine feet, yet no sign of other kind of earth was discovered. Apart from the general uses to which lime is applied, we are sensible that this discovery will effect a new era in the *agriculture* of this section of country, and will, when its uses as a fertilizing manure become extensively known and applied, enhance the value of our lands two fold. We hope this discovery will excite such a spirit of enquiry and research as will result in the disclosure of beds of lime in every part of the country; and that persons may be disposed to seek it from an acquaintance with its nature and uses, and be able to distinguish it from other earths, we shall in some future number devote a column in explanation of its chemical properties, probable localities, and value as a manure. We have no idea that it is confined to any particular spot, but from many circumstances, are firmly of the opinion that it will be found near the surface in almost every section of the county. — *Crawford Messenger.*

GARDENING.

Conversing on the subject of gardening, with a gentleman a few days since, it was remarked that our distance from the cities, prevented us adorning *our* gardens and houses with some of the rare and beautiful flowers and shrubs which decorate those of the cities and the country adjacent. This is entirely an erroneous idea—we received this week from those distinguished horticulturalists, William Prince & Sons, of Flushing, Long Island, a *Camelia*, (*Camelia Japonica*) in full leaf and almost in bloom, and in a very healthy condition. — Although packed in a box with seed, it suffered so little from the voyage of several hundred miles by boat and waggon, that not *one* leaf was *bruised*, but in every respect the plant looks as well as if it had never been moved—the expense of transportation from New York was about 12½ cents. — *ib.*

REPORT OF THE FINANCES

OF THE
COMMONWEALTH OF PENNSYLVANIA,
FOR THE YEAR 1834.Made to the Legislature, by the Auditor General.
(Continued from page 7.)

EXPENDITURES.

No. I.

INTERNAL IMPROVEMENTS.

Turnpikes.

York Haven and Harrisburg Bridge	\$5,186 00	
Lycoming and Potter	942 03	
New Alexandria and Conemaugh	78 89	
Milesburg and Smethport	2,988 99	
Mount Pleasant and Pittsburg	210 00	
Washington and Pittsburg	165 34	
Springhouse, Northampton and Bethlehem	15,000 00	
Clifford and Wilkesbarre	1,677 16	
Waynesburgh, Greencastle and Mercersburg	3,620 04	
Abington and Waterford	1,222 50	
		32,090 95

Rivers and Creeks.

Jacob Lamb and Jesse Gibbs, commissioners for improving the navigation of the river Delaware, per act of the 6th April, 1833	1,000 00	
Daniel Small, John Brillinger and Peter Ahl, commissioners for improving a channel in the river Susquehanna, per act of 1st of April, 1834	800 00	
Arthur Bell and John Mehaffy, for improving the navigation of the river Susquehanna, per acts of 25th March, 1825, and 1st April, 1834	1,000 00	
Thomas Reed, for ditto, per same acts	500 00	
Isaiah H. Warrick, for ditto, per same acts	500 00	
		3,800 00

Bridges.

Robbstown Bridge	8,550 00	
Matthew Dill, Thomas Feegarden, and Jesse Bumgarner, commissioners for erecting a bridge over Ten Mile creek, per act of 4th May, 1832	700 00	
		9,250 00

Canals and Rail Roads.

Commissioners of the internal improvement fund, balance of loan per act of 16th February, 1833	1,229,354 44	
Commissioners of the internal improvement fund, part of loan per act of 5th April, 1834	2,000,000 00	
Commissioners of internal improvement fund, temporary loan per act of 27th Jan. 1834	300,000 00	
Commissioners of the internal improvement fund, for repair of the canals and rail roads, per act of 23d December, 1833	100,000 00	
		3,629,354 44

State Roads.

Thomas H. Stewart, and William Peebles, commissioners

for repairing the Pittsburg and Butler turnpike, per act of 27th January, 1834	2,500 00	
John Harper, and Samuel Loy, for improving a state road from Gettysburg, to Conococheague hill, per act of 9th April, 1833	600 00	
George Schlabach, Theobold Sheffer, and John Smith, for improving a road across the Blue Mountain at Smith's Gap, in Northampton county, per act of the 14th April, 1834	1,500 00	
		4,600 00
		3,679,095 39

No. II.

EXPENSES OF GOVERNMENT.

Senate.

Pay and mileage of the members	14,454 50	
Clerks	2,183 74	
Transcribing	875 00	
Sergeant-at-Arms and Doorkeepers	1,388 00	
Printing and binding	8,585 39	
Contingencies	7,996 40	
		35,483 03

House of Representatives.

Pay and mileage of the members	45,694 45	
Clerks	1,922 00	
Transcribing	1,980 00	
Sergeant-at-Arms and Doorkeepers	1,358 00	
Printing and binding	10,542 16	
Contingencies	15,667 08	
		75,163 69

Executive Department.

Governor's salary	4,000 00	
Secretary of the Commonwealth	1,586 67	
Deputy Secretary	1,000 00	
Clerks	3,214 84	
Contingencies	3,119 63	
		12,921 14

Judiciary Department.

Chief Justice's salary	2,666 64	
Associate Justices of the Supreme Court	8,486 74	
Circuit expenses	4,764 00	
Attorney General's salary	212 50	
Presidents of Courts of Common Pleas	30,780 30	
Judges of District Courts	10,447 90	
Recorders of Mayors' Courts	2,100 00	
Associate Judges	15,568 52	
		75,026 60

Treasury Department.

State Treasurer's salary	1,550 00	
Clerks	2,980 20	
Printing annual report for 1833	358 00	
Contingencies	662 69	
		5,550 89

Accountant Department.

Auditor General's salary	1,550 00	
Clerks	3,481 30	
Printing annual report for 1833	80 00	
Contingencies	830 77	
		5,942 07

<i>Land Office.</i>		
Secretary of the Land Office, salary	1,400 00	
Clerks	3,600 00	
Contingencies	539 62	
	<hr/>	5,539 62
<i>Surveyor General's Office.</i>		
Surveyor General's salary	1,400 00	
Clerks	3,200 00	
Contingencies	286 30	
	<hr/>	4,836 30
<i>Miscellaneous.</i>		
Robert Dicky, for taking care of the State Capital during the recess of the Legislature	30 00	
Isaac Hovis, for ditto	30 00	
John Myers, for carriage of the laws	150 00	
Adame Bare, for returning election of Electors	7 20	
Chairman of the committee on the State Library	503 02	
James Wright, Librarian	50 00	
Wardens of the Port of Philadelphia	1,867 75	
Expenses of a committee of the Senate, on the subject of the Coal Trade	429 23	
Expenses of a committee of the Senate to examine part of the Columbia and Philadelphia rail road	20 00	
Expenses of a committee of the House of Representatives for ditto	20 00	
Expenses of a committee of the House of Representatives, to visit the Western Penitentiary	275 00	
Expenses of a committee of the House of Representatives to visit the Eastern Penitentiary	294 00	
Expenses of committees to investigate the conduct of the Canal Commissioners and their agents	1,116 15	
James Smith, for serving subpoenas	1 50	
Nathaniel Henrie, for ditto	49 20	
John Fertig, for ditto	24 90	
James Smith, for serving process on James Lesley	14 00	
Adam Zimmerman, for carriage of the laws	100 00	
James Trimble, for ditto	104 78	
Samuel Spangler, for ditto	300 00	
Richard Palmer, for ditto	3 19	
Sundry witnesses in the cases of the investigations of the conduct of the canal commissioners and their agents	1,284 20	
	<hr/>	6,674 12
		<hr/>
		227,187 46

No. III.

Militia Expenses.

Samuel Power, Adjutant General, salary and expenses	611 55	
Rudolph H. Bartle, inspector, second brigade, first division, salary	300 00	
Disbursements	991 77	
	<hr/>	1,291 77
John Davis, first brigade, second division, salary	337 50	

Henry Daub, second brigade, second division, salary		268 20
Thomas Jones, first brigade, third division, salary	250 00	
Disbursements	257 91	
	<hr/>	507 91
John Kerlin, second brigade, third division, salary	220 00	
Disbursements	64 52	
	<hr/>	284 52
Samuel Ringwalt, first brigade, fourth division, salary		215 00
Michael H. Spangler, first brigade, fifth division, salary	127 50	
Disbursements	137 87	
	<hr/>	265 37
Jacob Sanders, second brigade, fifth division, salary	202 50	
Disbursements	456 60	
	<hr/>	659 10
Joel Bailey, first brigade, sixth division, salary	300 00	
Disbursements	418 07	
	<hr/>	718 07
Jeremiah Shappel, second brigade, sixth division, salary		250 00
John H. Keller, first brigade, seventh division, salary	390 00	
Disbursements	368 42	
	<hr/>	758 42
Jacob Har'z, second brigade, seventh division, salary	230 00	
Disbursements	400 00	
	<hr/>	630 00
John Ludwig, first brigade, eighth division, salary	274 78	
Disbursements	426 00	
	<hr/>	700 78
Isaac Bowman, second brigade, eighth division, salary	300 00	
Disbursements	324 78	
	<hr/>	624 78
Robert Fleming, first brigade, ninth division, salary	120 00	
Disbursements	282 75	
	<hr/>	402 75
John Horton, jr. second brigade, ninth division, salary	312 50	
Disbursements	1,066 96	
	<hr/>	1,379 46
Henry Barnhart, first brigade, tenth division, salary	285 50	
Disbursements	300 00	
	<hr/>	587 50
John Hasson, second brigade, tenth division, salary	245 00	
Disbursements	82 61	
	<hr/>	327 61
Edward Armor, first brigade, eleventh division, salary		270 00
Jacob Heck, second brigade, eleventh division, salary		200 00
Samuel Davidson, first brigade, twelfth division, salary		367 50
Alexander Hanna, second brigade, twelfth division, salary		262 50
John Hitchman, first brigade, thirteenth division, salary		115 00
Joseph Eneix, second brigade, thirteenth division, salary	150 00	
Disbursements	374 28	
	<hr/>	524 28
John Park, first brigade, fourteenth division, salary	210 00	
Disbursements	544 00	
	<hr/>	754 00

Lot Lantz, second brigade, fourteenth division, salary	270 00	
Disbursements	536 59	806 59
Andrew M'Farland, first brigade, fifteenth division, salary	450 80	
Disbursements	795 69	1,245 69
Joshua Marlin, second brigade, fifteenth division, salary	279 30	
Disbursements	494 52	773 82
B. G. Goll, first brigade, sixteenth division, salary	300 00	
Disbursements	837 00	1,137 00
Edward A. Reynolds, second brigade, sixteenth division, salary	300 00	
Disbursements	616 23	919 23
Andrew Christy, third brigade, sixteenth division, salary	245 00	
Disbursements	510 14	755 14
Lewis Plitt, keeper of the Arsenal at Harrisburg, salary		150 00
David Phillips, keeper of the Arsenal at Meadville, salary		100 00
Lewis Plitt, for repairs of the Arsenal at Harrisburg		9 88
Moses Cannon, for transportation of camp equipage from Harrisburg to Cambria county		11 50
Frederick Keefer, for drums and files		117 75
Lewis Plitt, for transportation of arms and accoutrements		41 65
Jacob Tedrow, for ditto		55 00
Thomas Bringham, for colours and drums		561 50
William Berrett, for colours		153 75
William Husbands, for transportation of arms		80 00
George Cunkle, for cleaning and repairing arms		633 22
George Waltz, for transportation of arms		52 90
Christian Spayd, former brigade inspector, balance due him		52 28
William Bailey, late paymaster, amount refunded to him, per act of 15th April, 1834		105 40
		21,075 87

No. IV.

Pensions and Gratuities.

Amount of pensions and gratuities by special acts of the Legislature, and under the power vested in the board for the relief of officers and soldiers of the revolutionary war	25,613 78
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No. V.

Education.

Dickinson college	3,000 00
Deaf and Dumb Institution	9,923 77
Pennsylvania Institution for instructing the Blind	10,666 66
Washington college	3,000 00
La Fayette college	4,000 00
West Chester academy	1,000 00
Warren academy	2,000 00
Jefferson college	2,000 00

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4

Allegheny College	2,000 00
Pennsylvania College	3,000 00
	40,590 43

No. VI.

House of Refuge.

Amount paid to the treasurer, per act of 30th March, 1832	5,000 00
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No. VII.

Interest on Loans.

Holders of the five per cent. Loan of 1821	46,700 00
Holders of the five per cent. Loan of 1834	30,000 00
Holders of the five per cent. Loan of 1831	7,500 00
Bank of Montgomery county and others, on Loan per act of first April, 1826	7,725 00
Union Canal Company, on loan per act of first March, 1833	9,000 00
Bank of Pennsylvania, on Penitentiary loan per act of 28th March, 1831	3,000 00
	103,925 00

No. VIII.

Pennsylvania Claimants.

Amount paid to James M'Clure and Hezekiah Pancoast, for land certified to Connecticut claimants, per act of 8th April, 1833	371 81
Executors of Timothy Pickering, dec'd, for the use of Job Shepard, being a balance awarded by a verdict and judgment in the Court of Common Pleas of Bedford county, in a suit against the commonwealth	1,773 09
	2,144 90

No. IX.

Internal Improvement Fund.

Auction duties	35,475 24
Premiums on loans	225,530 37
Dividends on bridge, turnpike and navigation stocks	20,468 67
Collateral inheritances	18,129 33
Escheats	283 25
Canal and rail road tolls	302,805 52
Increase of county rates and levies	276,949 81
Canal Fines	30 00
Tax on personal property	39,388 65
	919,060 84

No. X.

Penitentiary at Philadelphia.

Samuel R. Wood, warden	1,500 00
Richard Blundin, overseer	600 00
Curtis Clayton do	400 00
William Griffiths do	200 00
William Baen do	300 00
Henry Williams do	189 45
Silas S. Steel do	68 21
John S. Halloway, clerk	500 00

Franklin Bache, physician	350 00
John Daley, watchman	262 50
James Tweed, do	9 75
Inspetors, per act of 27th February, 1833	80,000 00
Treasurer, bounty to convicts, per 8th article of the act of 23d April 1829	243 00
	<u>84,622 91</u>

No. XI.

Penitentiary near Pittsburg.

John Patterson, warden	950 00
Joshua E. Crosby, overseer	575 00
George Hutchinson, do.	141 09
Gilbert M'Kown, do.	425 00
William Skiles, do.	276 68
Joseph S. Travelli, clerk	225 00
John Newton, do.	50 00
Wm. H. Denny, physician	400 00
Thomas Gardiner, watchman	181 25
William Parker do.	428 75
Robert M'Clelland, do.	275 00
Inspectors, per act of 27th February, 1833,	60,000 00
Treasurer, bounty to convicts, per 8th article of the act of 23d April, 1829,	184 00
	<u>\$64,111 75</u>

No. XII.

Conveying Convicts.

Henry Reader, Sheriff of Northumberland county,	80 55
Samuel Cunningham, sheriff of Washington	135 23
Andrew Smith, sheriff of Crawford	70 88
David M'Fadden, do.	47 50
Isaiah Reed, sheriff of Columbia	97 98
John L. Webb, sheriff of Bradford	182 00
John M'Kinney, sheriff of Warren	45 00
George Beetem, sheriff of Cumberland	111 75
Adam Bare, sheriff of Lancaster	24 12
Andrew Duncan, late, sheriff of York	126 12
Charles Gleim, deputy of Dauphin	81 37
Ennion Elliot, sheriff of Franklin	167 87
John Armstrong, deputy of do.	102 37
James Nisbett, sheriff of Luzerne	86 47
David Miller, sheriff of Lancaster	126 50
James Watson, sheriff of Mercer	38 50
William Quinn, deputy of Lycoming	165 36
	<u>1,686 57</u>

No. XIII.

Conveying Fugitives.

Adam Eichelberger	65 81
Bernard Duff	36 00
Andrew Duncan	54 17
Isaiah M'Carty	210 61
Charles Schaeffer	159 82
William Mandry	22 25
Samuel Fisher,	126 87
John M'Lean, S. P. Garrigues,	

and John Manderfield,	97 50
	<u>773 03</u>

No. XIV.

Defence of the State.

Margaret Dixon, late Margaret Graham, bounty per act of 19th March, 1816,	10 00
Elizabeth Armor, do. per same act,	10 00
Samuel Wilson, do. per act of 29th March, 1813,	20 00
	<u>40 00</u>

No. XV.

Miscellaneous.

Commissioners for revising the civil code, per resolutions of the 4th April, 1831, and 7th April, 1832,	6,000 00
John Davies, for information relative to unpatented lands in Dauphin county,	718 00
Stephen Woods, for ditto, in Washington county,	13 50
Jacob Hibshman, for ditto, in Lancaster county,	78 50
James Black, for ditto, in ditto,	36 00
Adam Bare, Sheriff of Lancaster county, costs in the cases of the escheated estates of Charles M'Collum, John Walter, and George Bender, per resolution of the 3d April, 1835,	73 78
Josiah Randall, deputy escheator, for costs and compensation of the informant, in the case of the escheated estate of John Gabraith,	113 83
Frederick Smith, for collecting public money,	4 18
George Adams, for making a book-case for the Treasury Office,	71 18
Hugh Hamilton and Son, for publishing Circuit Courts	6 00
Isaac Ankedy, treasurer of Somerset county, for advertising list of retailers,	4 50
Refunded to the executors of the estate of Christian Brobst, dec'd. per resolution of 20th December, 1831,	35 70
John Hays, for information relative to unpatented lands in Union county,	780 00
H. B. Wright, for professional services in the case of Reed's Trustees against the Commonwealth, in the common pleas of Luzerne county,	25 00
Rufus S. Reed, agent to prevent depredations on the rights of the commonwealth, on the peninsula at the bay of Presque Isle, per resolution of the 8th April, 1833,	37 94
Wm. Jessup, late recorder of Susquehanna county, for overpayment on his account, for tax on writs, &c.	1 75
Jacob Miller, treasurer of Huntingdon county, for taxes on Peter Baynton's lands,	21 54

John G. Lowrey, Centre county, for ditto,	102 57
William Darlington, for costs in the case of the escheated estate of John Doyle, deceased,	49 22
Sarah Dexter, Ralph Nelson, and Jane Nelson, representatives of Diana James, dec'd. per act of 15th April, 1834,	706 36
H. H. Van Amringe, for costs and compensation of the informant in the case of the escheated estate of Margaret Porter, late of Chester county, dec'd.	515 61
Solomon Sprigman, for books for the Auditor General's office,	171 50
Ditto, for do. for Treasurer's office	248 50
Hugh Hamilton & Son, for certificate book for loan,	5 00
Henry Welsh, for printing the laws of 1833-4	2,227 50
Charles F. Meunch, for folding, stitching and delivering the same,	285 75
Alexander Jordan, prothonotary of the Supreme Court, for transcribing causes, &c.	98 25
Benjamin Parke, prothonotary of the Supreme Court for removing causes,	79 25
Charles E. Dubois, for costs and compensation of the informant, in the case of the escheated estate of James Matthews, late of Bucks county dec'd.	84 04
John C. Brenzier, for a writing desk for the Auditor General's office,	15 00
James Lewis, for professional services as attorney for the commonwealth, in the case of Beard against Deitz, in the District Court of York county,	50,00
Samuel Douglas and David Krause for professional services in the case of the commonwealth against John Kelker, in the Court of Common Pleas of Dauphin county,	100 00
Benjamin Parke, prothonotary Supreme Court, for costs in the case of the commissioners of York county, against Elizabeth Beard, in which the interest of the commonwealth was involved,	6 75
Clerk of the Senate and Clerk of the House of Representatives, for repairs of the Capitol, per resolution of 4th April, 1833,	86 25
John Sergeant and Walter S. Franklin, commissioners relative to the use of the waters of the river Delaware, per resolutions of 10th of April, 1832, and 8th Feb. 1833,	1,205 00
John Roberts, prothonotary of Dauphin county, for costs in the case of the commonwealth against John Kelker, per resolution of the 14th April, 1834,	18 60
James Trimble, for expenses paid by him for publishing appropriations for school purposes,	11 50
Appraisers of canal damages,	653 00
Andrew Dennis, compensation for a tract of donation land, per act of 15th Feb. 1834,	200 00

Martha Levy Adams, for ditto, per act of 18th March, 1834,	400 00
Col. James Piper, member of a court martial, per act of 11th April, 1835,	10 67
	15,151 22

From the Pittsburgh Gazette:
SALT.

This important article has become scarce in our market, and advanced, within a few days, to two dollars per bbl., at which price several hundred bbls. have been sold and shipped down the river. This branch of industry has languished and struggled for years—the price being too low to reward the toil or capital invested—has ruined several smaller manufacturers; and others here, after expending much labor and capital in erecting works, retired for a time from a business hitherto so dull and profitless as not to pay the prime cost of its production. Salt has been selling for several years at from \$1 to \$1 50 per bbl. of 280 lbs. net. The bbls. for salt at the works cost 25 cents; the freight and expenses from the works to Pittsburgh about 25 cents more; which left to the manufacturer from 50 to 87½ cents per barrel for its manufacture, and other expenses, which all who know any thing about the labor of making it, after heavy expenses for boring, machinery, buildings, &c., is much too low a price to remunerate capitalists or others employed in the trade. The writer has sold a great deal of Lake salt in our city, at fifteen to twenty dollars per bbl., and from three to five dollars per bushel. Numbers of our farmers and citizens, now living, remember the time well, when every bushel of salt consumed in our section of the country was packed over the mountains from Philadelphia, Baltimore, or Hagerstown on horseback, at a heavy expense of time and labor, and then sold at from five to ten dollars per bushel.

Then, our farmers, who are the principal consumers and purchasers of salt, suffered severely for want of this very necessary and useful article, and paid too much for it. Latterly, they have been getting good prices for all kinds of produce, and buying their salt in great abundance lower than it can be manufactured; and two dollars a barrel for salt is but a fair price, and as low as manufacturers can make it to have a living and fair profit for their capital, labor, and expenses, from the present price of labor, provision, &c., and demand for salt. The writer, who is unconnected with, and has no other interest in the trade than a wish to see all branches of useful industry fairly remunerated, believes salt, for some considerable time, will not sell at less than two dollars per bbl. I was pleased to learn, a few days ago, in conversation with General Stewart, Mr. Sterrit, and others employed in the salt trade, that one reason why our market was so bare of salt, was the demand at the works for salt for the eastern counties of this state. Buyers now come or send their orders immediately to the manufacturer, and pay one dollar and fifty cents cash for salt; ship it on board the canal boats for all the towns on the canal, as far as Harrisburgh; thus opening a new and immense market for our salt in the interior and far eastern counties of our state, and thus also we furnish an immense back freight for our canal boat lines. The probable amount of salt brought to and sold in our city hitherto, may be estimated at about seventy five thousand bbls.* In our immediate vicinity, and above the Alleghany, Monongahela, and the Kiskiminetas and Conemaugh, salt to any amount can be manufactured, provided the price will pay all expenses, and a small profit. There is now,

* Some years, the salt brought to our city, and sold or shipped to the lower country, has exceeded 100,000 bbls.; but, from causes stated above, the trade has fallen off very much.

perhaps, a thousand or fifteen hundred industrious men, most of whom have families, employed in the manufacturing of salt, and this trade to all of our section of the country, to Merchants, Manufacturers, Farmers, and Steam Boat owners, is a very important one, and ought to be cherished—Many of our citizens have never visited, in canal boats or otherwise, the active, industrious, and busy community of salt manufacturers, stretched along the banks of the Kiskiminetas and Conemaugh. It is a pleasant jaunt, and could be visited and explored in one or two days, and would amply repay the curiosity or commendable visits of the merchant or man of leisure.

AN OLD MERCHANT.

This section of country was visited by violent storms of wind and rain on Saturday and Sunday evenings last. On the first named a great many trees were stripped of their limbs, and some were torn up by the roots.—We saw an oak tree that was blown down, the diameter of which was between two and three feet. In a few fields the rye and corn were laid prostrate with the ground, but we are happy to learn that the damage done the grain is comparatively light to what was apprehended. On the bank of the river a number of board piles were blown over and the shingles were scattered in every direction.—*Columbia Spy July, 4.*

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

DECEMBER, 1834.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.
THERMOMETER.						BAROMETER.					
1	Monday,	28	47	49	41	30.00	29.9	29.82	29.91	SW	Clear—cloudy, rai. at night
2	Tuesday,	43	48	48	46	29.60	58	63	60	W	Rain—cloudy.
3	Wednesday,	38	42	42	39	70	73	87	77	W	Sun and clouds
4	Thursday,	26	35	37	33	30.18	18	14	30.17	SW	Clear day
5	Friday,	28	40	43	37	30.00	30.—	30.—	30.00	SE	Clear, cloudy, ra. & sl't at ni.
6	Saturday,	35	46	47	43	29.40	40	46	29.42	W	Blustering, sun & clouds
7	Sunday,	40	46	49	45	86	86	83	85	SW	Sun and clouds
8	Monday,	45	46	39	43	45	50	60	52	W	Blustering, sun and clouds
9	Tuesday,	35	47	36	36	30.02	30.00	30.—	30.1	W	Cloudy day
10	Wednesday,	26	34	36	32	17	10	6	11	W	Clear day
11	Thursday,	23	39	43	35	29.83	78	76	29.79	SW	Do do
12	Friday,	34	40	39	38	75	73	69	72	NW	Cloudy day
13	Saturday,	34	44	43	40	42	42	44	43	W	Clear day
14	Sunday,	36	28	21	28	42	52	60	51	NW	Light snow—clear
15	Monday,	15	24	29	23	77	70	62	70	SW	Sun and clouds
16	Tuesday,	21	43	46	37	50	50	56	52	NW	Clear day
17	Wednesday,	23	29	27	26	30.—	30.—	30.—	30.00	N	Cloudy
18	Thursday,	27	31	32	30	29.96	96	90	29.94	N	Light snow—drizzling rain
19	Friday,	33	37	38	36	30.10	30.8	30.8	30.9	NE	Cloudy and damp day
20	Saturday,	35	43	40	39	29.90	82	87	29.86	SW	Do do
21	Sunday,	35	44	37	39	96	95	93	95	SW	Sun and clouds
22	Monday,	33	38	39	37	90	91	90	90	SE	Cloudy day
23	Tuesday,	40	45	43	43	86	84	82	84	SE	Sun and clouds
24	Wednesday,	33	35	33	37	82	78	78	79	NE	Rain and sleet
25	Thursday,	32	34	32	33	78	79	80	79	NE	Sun and clouds
26	Friday,	22	26	27	25	75	76	76	76	NE	Snow (two inches)
27	Saturday,	26	33	34	31	77	77	77	77	WWW	Cloudy—clear—cloudy
28	Sunday,	32	30	28	30	76	75	74	75	NE	Cloudy day
29	Monday,	27	30	29	29	70	66	64	67	NE	Snow (22 inches)
30	Tuesday,	30	35	36	34	54	55	53	54	W	Cloudy day
31	Wednesday,	35	38	36	36	55	60	60	58	W	Sun and clouds

Thermometer.

Maximum on the 2d,	46°
Minimum on the 15th,	23
Difference,	23
Mean,	35½

Barometer.

Maximum on the 4th,	30.17 inches.
Minimum on the 13th,	29.43 "
Difference,	00.74 "
Mean,	29.79 "

From the United States Gazette.

FUNERAL HONORS TO THE LATE CHIEF JUSTICE MARSHALL.

Pursuant to public notice, the citizens of Philadelphia, assembled in Town Meeting on Tuesday afternoon, July 7, 1835, to express their sentiments in regard to the recent death of their distinguished countryman the late Chief Justice MARSHALL.

The meeting was called to order by John Swift, Esq. Mayor of the city.

On motion, The RIGHT REV. BISHOP WHITE, was elected President of the meeting: The Hon. B. R. MORGAN and T. M. PETTIT, Vice Presidents; and *Nicholas Biddle* and the Hon. *Edward King*; Secretaries.

J. R. Ingersoll, Esq. offered the following preamble and resolutions, which were seconded by G. M. Dallas, Esq. and unanimously adopted.

The deaths of great and good men are calculated to excite the attention and impress the hearts of those who survive; and to inspire them with an earnest desire to emulate their virtues and imitate their actions. In the decease of *John Marshall*, the nation suffers a peculiar and irreparable loss. Seldom has an event occurred, better calculated to impress his countrymen with feelings of awe. Seldom has an individual died more universally or more justly admired, esteemed, cherished or deplored.

Resolved, That the citizens of Philadelphia entertain a deep sense of the public services and private worth which have distinguished the long life of *John Marshall*, late Chief Justice of the United States.

That as he has died in the midst of this community; it feels itself especially called upon to express its sentiments of respect for his memory, and as the citizens of Philadelphia would have rejoiced to meet him in life with every mark of hospitality, they will extend to his honored remains the testimony of their unfeigned veneration.

That they will form a funeral procession to move from the late lodgings of the deceased to the place of embarkation of his body.

On motion of the Hon. Jos. Hemphill, Resolved, That the proceedings of this meeting be published in all the newspapers of this city.

Whereupon the meeting adjourned.

WILLIAM WHITE President.

BENJ. R. MORGAN, }
THOS. M'KEAN PETTIT, } V. Presidents.

Nicholas Biddle, }
Edward King, } Secretaries.

At a meeting of the Bar of Philadelphia, at the Circuit Court Room this day, July 7th, 1835, Mr. Duponceau was appointed Chairman, and the Hon. Charles Smith, Secretary. The following Resolutions were offered by Mr. Sergeant, and unanimously adopted:—

Resolved, That the Bar of the city of Philadelphia participate in the grief which has been caused by the death of the late Chief Justice of the United States, JOHN MARSHALL, and desire to unite with their fellow-citizens in expressing their deep felt respect for the memory of that illustrious man.

Resolved that while in common with our fellow citizens, we mourn the great public loss which has been sustained, we feel it to be our privilege as members of a profession so highly honored by the character, talents and services of the deceased, and so long enlightened and directed upon the most momentous topics by his profound and patriotic mind, to be permitted in a special manner to acknowledge our obligations, and express our reverence for the name of JOHN MARSHALL. Therefore,

Resolved, That it be recommended to the Bar of the

United States, to co-operate in erecting a monument to his memory, at some suitable place in the City of Washington.

Resolved, That

Mr. Rawle,
Mr. Duponceau,
Mr. Sergeant,
Mr. Binney,
Mr. Chauncey,
Mr. C. J. Ingersoll,
Mr. P. A. Browne,
Mr. Peters,
Mr. J. S. Smith,
Mr. J. R. Ingersoll,
Mr. Wm. Smith,
Mr. Purdon,
Mr. Randall,
Mr. W. Rawle, jr.
Mr. Dallas,

Mr. H. J. Williams,
Mr. Kane,
Mr. J. M. Read,
Mr. Dunlap,
Mr. D. P. Brown,
Mr. Norris,
Mr. W. M. Meredith,
Mr. Jas. C. Biddle,
Mr. Chester,
Mr. Gilpin,
Mr. Cadwalder,
Mr. C. Ingersoll,
Mr. W. T. Smith,
Mr. W. B. Reed,
Mr. M'Call,

be a Committee on the part of the Bar of Philadelphia, to unite with their brethren in other parts of the State and Union, in carrying the above resolution into effect.

Resolved, That the Bar of Philadelphia will wear crape on the left arm for thirty days, and, if consistent with the arrangements of the near friends of the deceased, will in a body accompany his remains to the place of embarkation for his native State.

Resolved, That Judge Baldwin, Mr. Peters, Mr. Sergeant, Mr. Rawle, Jr. Mr. T. I. Wharton, and Mr. E. D. Ingraham, be requested, on the part of the bar, to accompany the remains of Chief Justice Marshall to the city of Richmond, and to attend the funeral there.

Mr. C. J. Ingersoll then offered the following resolutions, which were also unanimously adopted.

Resolved, That the Chairman and Secretary be a committee to communicate these proceedings, and the condolence of the bar to the family of the deceased.

Mr. Wharton and Mr. Peters moved, that Mr. Sergeant be requested to deliver an Eulogium upon the character of the late Chief Justice Marshall, before this Bar, at some future time, to be designated by himself.

Resolved, That the preceding resolutions be published in the several newspapers of the city.

P. S. DUPONCEAU, Chairman.

C. SMITH, Secretary.

The several newspapers are requested to publish these proceedings.

CITY COUNCILS.

At a Special meeting of the City Councils, held last evening—the following resolutions were unanimously adopted in both Chambers:

Resolved, That the Councils of the City of Philadelphia partake in the common grief of their fellow citizens, for the loss which our country has sustained, by the death of the late illustrious JOHN MARSHALL, Chief Justice of the United States.

Resolved, That the officers and members of the Select and Common Councils, will attend the remains of the lamented deceased, beyond the borders of Pennsylvania, and that the Mayor, Recorder, Aldermen, and citizens, be invited to assist in paying this tribute of respect to his distinguished character and services.

Yesterday morning, at five o'clock, the city authorities, the members of the bar, and a great number of other citizens, assembled at the house of Mrs. CRIM, and moved in procession with the body of the venerable JOHN MARSHALL, to the steam boat. The Mayor and Councils with many other citizens, went down the river in the boat as far as New Castle. A deputation of the gentlemen of the bar continued on with the body.

Among the citizens at that very early hour, was the venerated BISHOP WHITE, in his 88th year, ready and able to join in the demonstrations of respect due to the memory of the illustrious dead. All that the time allowed was done by the citizens of Philadelphia, to express their grief for the loss of Judge Marshall. He was known here, and it is to the credit of our citizens that he was beloved here.

In the Select Council, on Thursday evening last, Mr. Price offered the following preamble and resolutions, which were adopted:

Whereas, means have already been taken to express the peculiar sense of the loss which the country has sustained by the death of the late Chief Justice of the United States, and the profound grief which has affected the community on that melancholy event; and

Whereas, it is fit that the actions, character, and services, of illustrious citizens, whose career has been most eminently honorable to themselves and beneficial to their country, should be adequately portrayed and commemorated, therefore

Resolved, by the Select and Common Councils, of the city of Philadelphia, That HORACE BINNEY be invited to pronounce an eulogium on the life of JOHN MARSHALL.

Resolved, That the Presidents of Councils be requested to communicate the foregoing invitation to H. BINNEY.

HALL OF THE AMERICAN PHILOSOPHICAL SOCIETY.

July 10th, 1835.

At a special meeting of the American Philosophical Society, held to do honor to the memory of Chief Justice Marshall, the following resolutions, moved by Dr. Chapman, Senior, Vice President of the Society, were unanimously adopted.

Resolved, That as a manifestation of their sensibility on this melancholy occasion, the members of the Society will wear the usual badge of mourning on the arm for thirty days.

Resolved, that the Hon. Jos. Hopkinson, one of the Vice Presidents of the Society, be appointed to prepare an obituary notice, commemorative of the eminent virtues, talents, and services of the deceased, to be inserted in the Volume of the transaction now in the press.

Resolved, That their associate John Sergeant, Esq. who has been selected by the bar of Philadelphia, to deliver a funeral oration on the deceased, be desired to express in his discourse, in a particular manner, the sympathetic feelings of the Society.

Resolved, That Peter S. Duponceau, Esq. as President of the Society, be directed to transmit a copy of these resolutions to the family of the deceased, with a letter of condolence on the afflicting bereavement which they have sustained.

Attest,

J. K. KANE,

A. D. BACHE.

CHAS. D. MEIGS,

Secretaries American Philosophical Society.

From the Advocate.

PITTSBURGH—AND ITS BUSINESS.

MR. WILSON:—I read your editorial remarks on Pittsburgh, in your paper of the 22d inst. with pleasure; and I believe with you, and many of our intelligent business men, that the importance and commanding position, and natural and acquired advantages of our city and surrounding country, are not generally known or fully appreciated, at home or abroad—and to wake up some abler mind, and some more leisure pen, to investigate and enquire, I now present for public contemplation, the result of my investigations, observations and opinions, as to the extent of our foreign and domestic business. In doing so, I have had strict regard to plain matters of fact, and

the truth so far as I could arrive at it by consultation, advising, and exchanging views with many of our most experienced, intelligent, and respectable merchants, manufacturers, and citizens.

I need hardly say, that Pittsburgh has had its vicissitudes; but that by the very great enterprise, perseverance, and industry of her citizens, every department and branch of business with us, is now in the most flourishing condition. This fact will at once be conceded by every man who knows our city and its business, or who reflects upon our astonishing growth in all departments of trade and population. Our city and its environs, including Alleghenytown, Bayardstown, Birmingham, and all our surrounding villages and manufacturing establishments in our immediate vicinity, (and which are connected with and sustained by us,) possesses a very dense and active population, that may be computed at about *forty thousand souls*.* The entire manufacturing, mechanical, mercantile, and commercial business of our city has been computed at *fifteen millions of dollars*. Some of our most judicious merchants estimate it higher, and believe it approximates to *twenty millions of dollars*. Our commission and forwarding business is of itself a *vast one*; for it is admitted on all hands, and especially by our large commission houses that have been consulted, and who have the best means of judging, that the annual value of goods now arriving and passing through our city from the great eastern cities, New York, Baltimore, and Philadelphia, to the great and far West, in every possible direction, amounts to at least *four times* the amount of our own city sales and business; and the calculation of intelligent men accords with my own, in setting down the gross value of goods arriving by wagons, and the Pennsylvania canal, and descending our river by steam boats, at fifty millions of dollars; and others, to whose judgment much deference is due, think the total value would be sixty or seventy millions of dollars.

There is, however, no means of arriving at a certain value, but from the vastly growing and increasing population of all the great west, the carrying trade is every year increasing to an almost unlimited extent—and we now begin to see and feel the great advantages of good canals and roads, to bind and advance the interests of the whole country—and to facilitate and cheapen that immense intercourse that must always subsist between the East and the West, the North and the South. Before our canal opened in the spring, from two to two hundred and fifty wagon loads of goods from the east, destined for the west, arrived *weekly* in our city—and since the canal opened, it has been very actively occupied; and at one time could not, with very great and extra exertions and boats deliver the whole amount of goods receipted for with any degree of promptness—although, for a time, our enterprising canal transportation companies, put on about *ten daily lines of boats*, instead of four or five, the usual number. Upon calling at the canal office, in Allegheny town, I was very promptly and politely furnished with the following number of arrivals and departures. Since the opening of the canal on the 16th of March, 1835, to the 22d June, both days inclusive, viz: Amount of tonnage received from the east, 30,234,065 lbs.; amount of tonnage sent to the east, 16,653,429

*Pittsburgh and its environs.—A probable estimate of its present population:

The City,	20,000
Alleghenytown,	6,000
Bayardstown and Croghansville,	5,000
Kensington,	1,000
Birmingham,	1,000
From do. to Sawmill Run, embracing Sligo	
Iron Works, and the Glass Manufactory opposite our city, and Salt Works, &c.	1,000
Manchester,	300
Pine Creek Factory, Sharpsville, &c.	1,200
Lawrenceville,	1,200
East Liberty, &c.	1,500
Minersville,	500
Arthursville,	1,000
Riceville, &c.	500

Total population,

40,300

lbs.; 873 boats sent to or departed for the east; 849 boats received from the east and arrived at Pittsburg.

This shows the large amount done upon our canal in about four months, and the vast amount of goods arriving, and that will hereafter arrive, in our city, by this channel. Upon calling on our wharf Master, for the tonnage and arrivals of steam boats, he could not now furnish it with out considerable labor and delay, and I had recourse to our respectable commission merchants, for the *probable amount*: they reported that our navigation commenced about the first of March, since when, up to this time, about an average of two steam boats departed daily, with an average cargo of about one hundred tons each—and about the same number arrived, with an average cargo of about 75 tons each. Now this is a moderate calculation, and perhaps less than the real amount, and will make, in figures, viz:

In 114 days, 200 tons departing daily from Pittsburg, for all the west, and country below, or 45,600,000 lbs. In 114 days, 150 tons arriving up the river. Daily, 34,200,000 lbs.

The *apparent* discrepancies between the arrivals and departures and tonnage by the canal and steam boats, is to be accounted for thus: before the canal opened this spring, an immense amount of goods was received from the east in wagons, and as soon as possible shipped to the west; and the still more pleasing fact, that a very large amount of bloom and pig iron, lead, cotton, sugar, molasses, flour, tobacco, fur, feathers, &c. &c. are annually brought up the Ohio for our manufacturers and merchants, and either sold or manufactured in our city, which now supplies a very extensive country around it, with all the heavy, and much of the lighter goods consumed—indeed, the raw material in many instances, is brought to us from one to two thousand miles by water, manufactured in our city, and then sold and returned again to all the far west. This spring has been an unusually active, busy season, and our manufacturers have not been able, with all the force and energy infused into their establishments, to fill their orders; and although the heavy run of spring business has passed over, yet many orders for iron, nails, &c., cannot yet, from sheer necessity, be filled—although every available means has been put into active requisition to accomplish so desirable an object for our western customers.

We have now two daily canal packet lines, and four daily lines of stages for the east, to accommodate travellers; and four daily lines of stages, and one daily steam boat packet line for the west, north and south—and all these, at times, have hardly been sufficient to convey passengers to and from our city. We have also four extensive hotels, and a number of minor ones, and private boarding houses, all which have been crowded to excess, and have not been sufficient, at times, to accommodate our guests. Pittsburg has, beside its great industry and enterprize, its very numerous manufacturing and commercial establishments and business advantages, many attracting, and many beautiful hills and landscapes around it, to please the eye, and gratify the mind. Its pure mountain air and healthy coal smoke, and its peculiar good health at all times, and especially at this season of the year, ought to attract our eastern, northern, southern, and western friends to visit us, and spend a few of the dull summer days in our city.

It was highly pleasing to the writer as a Pittsburger, to know that the members of the late General Assembly of the Presbyterian church, left us so highly pleased with our city and their reception, as to resolve to come again next year—and also to hear the eastern merchants and respectable strangers visiting us, all to express their gratification at the pleasing state of things in, and prospects of, our city.

AN OLD MERCHANT.

YORK, JULY 1.

RAIL ROAD ACCIDENT.—As a train of passenger cars drawn by a locomotive engine, came within two hundred yards of the inclined plane at Columbia, on Friday evening last, a cow got on the track immediately before them, with which the engine came in contact. One

or two of the cars were thrown off the track, and Daniel Martin, of Columbia, jumping off the side of one of them, fell under the wheels and was immediately killed.

PENNSYLVANIA CANAL.

COLLECTOR'S OFFICE, }
Allegheny, W. D. Pa. Canal, June 27th, 1835. }

Whole amount received from Nov. 1, 1834,
to June 20, 1835, as per last report, \$17,300 19
Am't rec'd in the week ending June
26th, 1,086 51

Whole am't rec'd to June 27, 1835, \$18,386 70
63 Boats cleared from this office, having
tonnage, lbs. 1,541,628
52 Boats rec'd cleared at other office, 1,992,104

Total tonnage of the week, lbs. 3,533,732

Total amount of tonnage received at, and departed
from Pittsburg, by canal from March 16, to June
26th, 1835.

1835	Rec'd from east	Sent east
March 16 to 21	lbs 309,611	lbs 513,784
28	1,007,320	1,025,784
April 4	1,264,232	1,058,873
11	2,170,151	1,000,000
18	2,468,877	1,358,220
25	2,846,612	1,368,526
May 2	2,833,500	1,006,073
9	3,627,697	1,177,778
16	2,362,148	1,054,215
23	2,652,953	1,172,943
30	2,193,125	1,386,570
June 5	2,023,522	1,419,542
12	1,776,887	1,109,838
19	1,855,827	1,410,749
26	1,992,104	1,541,628
Total,	13,384,566	tot. d. 17,604,113 " r. 31,384,566

Total amount tonnage for the first 15
weeks, 1835, 48,988,679

A TORNADO.

MUNCEY, LYCOMING CO. JUNE 30

A destructive storm passed within ten miles of our borough on Friday last, doing much injury to the property that lay in its course. The greatest injury was sustained by persons living on Lycoming creek. The dwelling house of Mr. Alexander Carothers was unroofed, and otherwise injured: his barn was literally overthrown, and his store house much injured. The barn of Mr. Oliver Watson was completely razed to the foundation: and out of a flourishing orchard of about sixty trees, but one is left standing, and that one stripped of all its branches. Mr. Willhelm, had his house unroofed. There was doubtless much other damage done, of which we have not heard the particulars.—*Lycoming Chronicle.*

YORK, JULY 1.

TORNADOES AND TEMPESTS.—In our paper of to-day will be found an account of a destructive tornado, which did great injury on Friday the 19th ult. at New Brunswick, New Jersey. On the same evening, we learn, that a heavy storm passed over Windsor township, in this county, by which some buildings were injured, and the large trees in a piece of woodland through which it passed, were prostrated to the earth.

On Saturday evening last, a tempest raged in this section of the country, which was very destructive in its effects. The winds blew a tremendous gale, and the rain fell in torrents, rushing down the streets in

floods. No injury more than breaking off the limbs of trees, was done in town, but the house and barn of a person named Rhode, in Paradise township, were unroofed, as was also the public house of Mr. Peter Wolf, about five miles from York on the Gettysburg turnpike. In a piece of woods a short distance from town, in a length of three fourths of a mile through which the tempest swept, more than two hundred trees were blown down. We observed that the grain in many fields was prostrated to the surface of the ground, and the new-mown hay which was exposed to the weather, must have been much injured, if some of it be not destroyed. A second storm occurred on Sunday afternoon, which was not, however, so furious as that of the previous day. One would almost suppose from the accounts of violent tempests which come to hand from every part of the country, that we have exchanged climates with the West Indies.—*Republican*.

Dreadful Tornado.—During the storm of Friday last, we understand that a tornado passed over a part of Springville and Brooklyn townships, unroofing, and in one or two instances totally demolishing houses, and other building, and tearing away fences, orchards and forest trees in its course. Among the buildings demolished or unroofed, we understand the framed house of Mr. Josiah Lord, jr. in the south part of Brooklyn, was totally destroyed, the roof and sides being literally blown away in fragments with the furniture, the lightest portion of which consisting of beds, bedding, &c. were taken so far that they have not been found. The family of Mr. Lord were considerably injured, but no lives lost.

Among the barns unroofed we have heard of Dr. G. Smith's in Brooklyn, and Salmon Thomas in Springville.—*Susquehanna Register*.

DREADFUL TORNADO.

CLEARFIELD, June 25, 1835.

On Friday last, the attention of many of the citizens of this place, (being upwards of eighteen or twenty miles distant from the spot) discovered immense quantities of particles apparently green leaves, floating along in the atmosphere. We have learned since that they were taken up by a most violent burst of wind, altogether unprecedented in this part of the country, which took place in a new township called BELL in this county, on part of the plantation of William Hazelet, Jacob Walters, and other wood land; extending itself in a northern direction, of a mile in breadth and four or five in length, prostrating the stoutest forest and lifting up and driving before it every thing it encountered.

Happily there was but one house within its range, as far as has been heard; this, however was blown over, and the affrighted family we are told forgot a child that had been lying on the bed until one hour after the storm abated! on searching however, they found a log of the building lying across the bed heavily pressing the child, but it was liberated without serious injury. An idea can be formed of its violence if it be true—as we are told—that a harrow was taken out of one field into another; and some oak plank were carried two miles by it.

Forty-seven Miles in less than Two Hours and a Half.

The Steamboat Ohio left the wharf at Delaware City, on the afternoon of the fifth inst., at half past four o'clock—arrived opposite New Castle at fifty-five minutes after four—at Marcus Hook at forty-eight minutes after five—at Chester, two minutes after six, and at Philadelphia at fifty-nine minutes after six. Thus the whole distance between Delaware City and Philadelphia—*forty-seven miles*—was accomplished in two hours and twenty-nine minutes, or at the rate of about nine-

teen miles per hour,—and this too without any extraordinary efforts on the part of the Engineer, and with perfect safety.—*Inquirer*.

A LARGE CALF.—We saw weighed yesterday, a calf, eight weeks old, raised by Mr. Isaac Beach, the weight of which was on foot two hundred and twenty-five pounds—no unusual pains have been taken in its rearing. A calf belonging to Mr. Leffingwell, a few days older, weighed two hundred and fifty-five pounds. We are glad to see these indications of an improvement in the breed of our cattle.—*Crawford Messenger*.

DIVIDENDS FOR THE LAST SIX MONTHS.

United States Bank	3½ per cent.
American Insurance Company	5 do
Permanent Bridge	4 do
Lehigh Coal Company	3½ do
Philadelphia, Germantown and Norristown Rail Road Co.	3 do
Philadelphia Exchange Company	2½ do
Bank of North America	3½ do
Marine Insurance Company	5 do
Atlantic do	4 do
Life Insurance Company	3 do
Union Insurance Company	5 do
Philadelphia Savings Institution	6 do
New Orleans Canal and Banking Co.	4 do
Cumberland Bank, (N. J.)	3 do
Planters' Bank, Tennessee, payable at the Pennsylvania Bank	4½ do

SUMMARY OF THE WEATHER.

From July 3 to 10, 1835.

July 4, at 5 A. M. mercury 66, and at mid-day from 85 to 87, very warm.

July 5, at 5 A. M. mercury 67, and at mid-day from 80 to 83.

July 6, at 5 A. M. mercury 69, and at mid-day from 76 to 78, a little rain in the morning, but it cleared about 11 o'clock.

July 7, at 5 A. M. mercury 69, and at mid-day from 85 to 87, very warm.

July 8, at 5 A. M. mercury 76, and at mid-day from 87 to 89, very hot and close.

July 9, at 5 A. M. mercury 67, and at mid-day from 76 to 80, overcast and some rain in the evening.

July 10, at 5 A. M. mercury 67, and at mid-day from 85 to 87, evening cool.—*U. S. Gazette*.

THE REGISTER.

PHILADELPHIA, JULY 11, 1835.

The non appearance of the Register on the regular day of publication, was owing to the journeymen printers having, after the fashion of the day—*struck* for higher wages. We trust that matters are so far adjusted as hereafter to cause no interruption to the regular appearance of our paper. The Index is ready for the press, and we hope to issue it with the next number.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 3.

PHILADELPHIA, JULY 18, 1835.

No. 393.

REPORT

Of the Engineer of the Harrisburg, Portsmouth, Mountjoy and Lancaster Rail Road Company, to the Board of Directors, June 22d, 1835.

In accordance with the resolution of the Board, dated April 29th, 1835, directing me to proceed without delay to the location of a rail road from the points and in the routes designated in the act authorising and amending the Charter of the Company, I respectfully beg leave to present the following Report.

The surveys, with a view to the above object, were commenced at Lancaster, on the 11th of May, and have been prosecuted without intermission, to the present period.

The explorations of the different routes have been so far completed, as to enable me to submit for your consideration a general description of the route chosen.

After a decision of the Board has been obtained, the location of the route adopted will be immediately commenced, and the whole line put in readiness for contractors as soon as possible.

Previous to the commencement of the instrumental examinations, I had an interview with Moncure Robinson, Esq., under whose direction the explorations were made in the fall of last year, upon the portion of the route at that time authorized by the Legislature between Lancaster and Portsmouth; he furnished me with a copy of his report, together with the original map and profiles of the several lines examined; I thus obtained in a shorter period than I could otherwise have done, a tolerably correct idea of the general character of the ground over which our surveys were to be prosecuted.

A careful reconnoissance of the proposed routes between the points above mentioned was then taken, a corps organized, and operations begun at the date before named.

A continuation of the long straight line on the Columbia rail road from its present termination on General Diller's land, about one mile west of Lancaster, appears to me to be the most favourable manner of connecting with that work. By this plan, a continuous straight line for a considerable distance may be obtained across the valley of Swan's Run. On this route, there is a favourable site for the erection of a depot, within one thousand feet of the junction of two roads, immediately after leaving the Cut.

Assuming the connexion with the Columbia rail road to be made, as proposed, about one mile from the city of Lancaster, the line will pass the valley of Swan's Run by a straight line of considerable length upon an embankment;—it will then cut through the low dividing ground between Swan's Run and Brubacker's Run, striking the valley of Conestoga creek near Wiley's old mill, and crossing that stream below Kauffman's mill to the south bank of the creek; the line continues thence on the south side of the valley till it passes the dividing ground between the Conestoga and Kauffman's Run, passing it with a moderate cut. It passes thence over favourable ground north of the Blue Ball Tavern and north of Landisville, and crosses the Lancaster and Middletown turnpike road, about seven miles from Lancaster, passing immediately after

the dividing ridge which separates the waters of the Conestoga and big Chickesalunga Creeks.

The line is traced thence in nearly a direct line on a descending grade, encountering considerable excavation and embankment, to the big Chickesalunga Creek which it crosses at a bend near the dwelling of George Speer, Esq., a short distance below Schenk's mill, at an elevation of about forty feet: after crossing this stream, the line is traced upon an ascending grade for a short distance, until it gains the high ground between the big and little Chickesalunga Creeks, and thence over tolerably favourable ground in a direct line to Mountjoy, passing the little Chickesalunga about half a mile from the town by a bridge forty feet high, a short distance below the present turnpike crossing. The line crosses the main street in Mountjoy obliquely near the centre of the town: it passes immediately north of the adjoining village of Richland, crosses the turnpike a short distance above and continuing south of it for about two miles, touches Springville, and again crosses the turnpike before passing the valley of Nicely's Run over which an embankment of considerable length will be required. The line thence passes a little to the north of the dwelling of Abram Hernley, Esq., and continues north of the turnpike until it approaches the hills east of Elizabethtown, when it again crosses it. The line passes thence over a ravine by a short embankment of considerable height, and cuts through a narrow limestone ridge: it then curves to the right and enters a ravine running into Sandstone ridge, up which it passes on the property of Bumbaugh & Kuntz. The line crosses this ridge by a deep cut at a favourable point, which at the crest or highest part will not exceed forty eight feet in depth, passing an intermediate valley by an embankment not exceeding thirty-two feet in height, and meeting the main ridge east of Elizabethtown, on Isaac Redsecker's land; the line pierces this ridge by a tunnel about nine hundred and fifty feet in length, the excavation of which will probably consist entirely of an excellent sandstone. After passing the ridge, the line is carried by a high embankment over the Conoy valley, a short distance south of Elizabethtown.

The embankment in the lowest part of the valley, one hundred and fifty feet in length, will be about fifty feet high; it then meets the hills west of Elizabethtown, and is traced over an uneven side hill, encountering considerable cutting and filling until it obtains the dividing ground between the waters of the Conoy and Conewago: it is traced thence on a descending grade along the north side of a spur of the Conewago hill over sloping ground covered with loose boulders of sandstone to the Conewago Creek, which it crosses obliquely at a short distance below Mount Vernon Forge at an elevation of about seventy feet. The creek at this place is confined within exceedingly narrow limits by bluff hills, presenting a remarkably favourable site for a high bridge.

After crossing the Conewago, the line runs along the southern slope of a ridge to the dwelling of Christian Mumma; from which point it gradually diverges from the hill, passing round the head of a small valley over an uneven side hill for about one mile; the line then obtains favourable ground, and passes along it till it

meets the end of the Swatara hill, two miles below Portsmouth. It continues on the side hill along the valley of the Susquehanna, crossing the Columbia turnpike and the Pennsylvania canal about one thousand feet below the Swatara river; passing that stream by a bridge about three hundred feet long, and entering Portsmouth at or near the second cross street below the aqueduct.

From Portsmouth to Harrisburg, the line is traced along the flat between the canal and river over very favourable ground, with very slight cuttings and fillings.

About five miles from Portsmouth the canal approaches the river, until the line is forced immediately along side of the towing path. This part of the route will require an outside protection wall about ten feet in height, for nearly half a mile.

Between this point and Harrisburg two small bridges will be required over Spring and Paxton Creeks.

The length of the route above described will be about thirty-six miles; and the whole distance between Lancaster and Harrisburg will be less than thirty-seven miles. Upon a greater portion of the route it will consist of straight lines, which in several instances will be two miles long, connected by curves of large radii; but few places occur where it will be necessary to adopt a less radius than one thousand feet.

The following estimate of the cost of the road upon the route described, is deemed fully adequate to the completion of a rail road, graded for a *double track*, with a single track of wood and iron superstructure of the best kind, calculated for locomotive power.

ESTIMATED COST.

Grading, calculated for a double track, including all the dry stone drains that may be required.	\$216,100 00
Bridges and culverts.	45,800 00
Superstructure of the best kind with strong white oak sleepers, and rails of white oak, yellow pine or Norway pine, including costs of the necessary turnouts, &c.	132,600 00

In this estimate liberal allowances have been made for rock excavations, which may be anticipated upon the small ridges in that portion of the road passing through Lancaster county. It is believed that the actual cost will not exceed the above sum. I would not recommend the construction of more than one track with the necessary turnouts at this time, as a road of this character in the hands of a company upon which locomotive power is used, can pass without difficulty, considerably more trade than has at any period been taken upon the Columbia Rail Road. The line can be ready for letting between the 20th and 25th of July next, and I can confidently assure the Board that the bidders for the work upon this road will be numerous and respectable.

The country through which the road will be located, is rich and fertile, highly cultivated, and abounding with some of the best mills in Pennsylvania, manufacturing yearly large quantities of flour. The local trade from these alone will constitute a very important item in the business of the road. There are no less than twenty merchant mills, each making from ten to forty barrels of flour per day. Within two miles of the line of rail road, the tolls from the transportation of limestone and coal for the local purposes of the wealthy region through which the road passes, will also form a considerable item of the receipts of the company.

For the information of the Board and the Stockholders, an estimate is herewith offered of the probable business that may be expected upon their road.

Assuming the road to be thirty six miles in length, the following is a moderate estimate of the amount of trade and travelling that may be anticipated upon it, per annum within two years after its opening.

350 passengers passing in both directions, per day, at 3 cents per mile = 350	\$1.08 = \$270 00
60 tons of Merchandize, at 6 cents per ton per mile = 60	2.16 = 129 60
70 do. of heavy produce at 4 cents per ton per mile = 70	1.80 = 126 00
20 do. of coal carried 25 miles at 4 cents per ton per mile = 20	1.00 = 20 00
20 do. of limestone carried 20 miles at 4 cents per ton per mile =	0.80 = 16 00
15 do. lumber at 5 cents per ton per mile = 15	1.80 = 27 00
	<u>\$588 60</u>

\$586.60 multiplied by 300, the smallest number of days in which the above trade may be expected, equals \$174,580 00.

The expenses of transportation added to the cost of keeping the road in repair during the same period, would not probably exceed \$110,000,—which, deducted from \$176,580, leaves a balance of \$66,580,—to be appropriated to the payment of interest upon the investment.

The completion of the rail road authorized by the legislature between Harrisburg and Chambersburg, which will form a continuation of the company's improvement, will no doubt increase the trade by this route to a very considerable extent. Its location through the wealthy and fertile valley of Cumberland cannot fail to command an extensive trade, and a large amount of travelling which will naturally seek this road as the nearest and best outlet. An extension of the Lancaster and Harrisburg rail road may be anticipated at no distant period along both branches of the Susquehanna river; forming a connexion by the means of the Elmira rail road with the northern counties of Pennsylvania and the southern counties of New York, and by the west branch or Juniata river with the western part of Pennsylvania.

If these views are correct, the expenditure required for the execution of the work entrusted to the care of the company between Lancaster and Harrisburg will appear trivial, when put in comparison with the important objects to be attained in its completion.

All which is respectfully submitted.

W. MILNOR ROBERTS,
Chief Engineer.

The Board of Directors congratulate the Stockholders upon the flattering report of their engineer of the results of his explorations, and to relieve their minds from apprehensions of an opposition by the projected route from the Columbia rail road connecting near that town, passing through the town of Marietta and following the embankments of the river and canal by a turnpike already constructed to Portsmouth. Although no legislative act has been granted for constructing a rail road further than Marietta, yet many persons immediately interested in the project of a continuation, industriously endeavored to make the public believe that such a privilege was certain of being obtained, and that it possessed great advantages in point of economy. The Board, anxious to promote the interests of the Stockholders, drew the attention of their chief engineer to a reconnaissance of the route, and with a view to their own satisfaction, the Philadelphia representation (being a majority of the Board,) gave it their personal examination to ascertain the relative advantages of the two routes, and having no property or business that could in the least benefit them in choice of routes they think their decision will receive the credit of disinterestedness. Their engineer, after the flattering results obtained by the survey of our established route, unequivocally condemned the idea of an alteration. The directors will in a brief manner detail their objec-

tions.—The route is considerably longer, and *very crooked* in following the course of the Susquehanna, (whereas in ours we have succeeded in the great desideratum of nearly a straight road,) and in point of their strong argument of economy, they are convinced that, taking into consideration the enormous expense of constructing the part between the Columbia rail road and Marietta,—the purchase of the present turnpike, and the grading necessary to prepare it for rails,—the heavy cost of the Columbia rail road at the greater distance of connection than ours, with all its curvatures,—the difference even in cost is greatly in favour of our established route. As before said, no legislative act has been obtained authorising a continuation of the rail road from Marietta; and *it is to be presumed* that it will be granted, when it is considered that the road for nearly the whole distance approximates close to the state canal which, when used by locomotives, must seriously injure its business by the fright which will be occasioned to the horses travelling on the tow-path: as an instance how this objection is appreciated, the state canal commissioners on learning that about a half mile of our road between Portsmouth and Harrisburg would approach near to the canal, made objections, which were only removed by promising to erect a wall or fence between. Even were the cost of our road much greater than the other route, it would be far superceded by the advantage of nearly a straight road throughout in opposition to the other, nearly a uniform crooked one.

To the Stockholders of the Harrisburg and Lancaster Rail Road Company.

I respectfully submit the foregoing Report, made by the Engineer, and presented to the Board of Directors, convened for that purpose, at Middletown, on the 22d of June, 1835.

The estimated cost of the Road, as recommended in the report, is believed to be ample; and the prospect for receipts, estimated by the engineer, from the road, when completed, is considered by the most intelligent men residing near the location of it, to be much smaller in amount annually, than will certainly be realised.

BRITAIN COOPER,
President of the Company.

From the Philadelphia Gazette.

THE CASE OF MR. STEWART.

JULY, 14.

In our paper of yesterday we gave a brief sketch of the distressing occurrence, relating to the attempt to assassinate Robert R. Stewart, Esq. and having since learned from some of the members of his family, some additional particulars, we will proceed to lay them before our readers.

It seems that Mr. Stewart whilst residing at Trinidad in Cuba, as American Consul, purchased about eleven years ago, for the sum of six hundred dollars, an African boy, about 15 years of age named Juan. On leaving the Island about four years ago, he gave him his freedom, by a regular instrument of emancipation, and offered him his choice to remain in Trinidad, or to accompany him to Philadelphia. Whan, for that is the pronunciation of his name in Spanish, by which he has always been called, chose the latter course, and has resided with Mr. Stewart, or, with one of his daughters, ever since as a hired servant, having the entire confidence of that gentleman; and being to all appearances faithfully attached to him. The African nation to which Whan belonged was the Eboe, said in Cuba to be prone to suicide, and revengeful, a fact which Mr. Stewart had often mentioned to his friends.

Symptoms of a gloomy and sullen disposition had

occasionally appeared in the conduct of Whan, and had given at times apprehensions to the family, that some day he might make way with himself.

On Friday last he said to Mr. Stewart, that he wanted to go back to Trinidad, that he was not satisfied here, that the negroes as he called them made fun of him, calling him a *Guinea negro*, and he did not know any reason for it, except that he was not as well dressed as they. Mr. Stewart replied, that if he was not as well dressed as others, it was his own fault, for that he had a very large stock of clothes, but if there was any thing else he needed, he would let him have it. Towards evening a tailor's boy entered with a parcel of clothes, and a bill against Mr. Stewart for thirty five dollars, stating that a black man had bought them, and had said that Mr. Stewart would pay for them. Mrs. Stewart who was present, made some remarks upon the impropriety of this conduct, and told her husband, that as Whan had a hundred dollars in money, and several trunks full of clothes, it was right that he should pay for his own clothes. Mr. Stewart however, not wishing to disappoint his domestic, told the tailor's boy that he would pay for a part of the clothes which were accordingly selected from the parcel, and thus ended the discussion which took place in the hearing of Whan.

On Saturday Mrs. Stewart went to Brandywine on a visit to some friends, leaving her husband at home with a son, a lad of about fifteen years of age, three female members of the family, and four servants. Mr. Stewart, as we before stated, dined on Sunday with his son-in-law Mr. Newman, and soon after dinner returned to his own house for the purpose of taking a nap.

On retiring to his room he locked the door which was quite an unusual thing for him to do, and fell asleep, and his sister soon after having occasion to enter the room for a bonnet, knocked at the door, and upon his opening it, asked him why he locked the door? He replied, that he had done it that he might not be disturbed. After she had gone he laid down again on the bed, but without locking the door, and fell asleep the second time.

A short time after the sister went out of the house, and hand proceeded but a little distance, when the two other ladies of the family, who were in the third story, were alarmed by a scream from Mr. Stewart, and by the noise of his falling out of bed. They run down immediately, and saw Whan descending the lower flight of stairs with an axe in his hand, and on entering Mr. Stewart's chamber found him lying on the floor weltering in his blood, with his head mutilated in a most shocking manner, having as we stated yesterday, received two severe blows with the butt end of the axe, one on his forehead, and the other on the left side of his face, besides having the fingers on one hand mashed in consequence, as is supposed, of his having put his head to his head on receiving the first blow. Whan, on reaching the entry, went to the front door, where Mr. Stewart's son was sitting, holding the axe still in his hand, and said to him "I have killed your father."—The affrighted lad immediately ran over to Mr. Newman, whose house was not very distant, and Whan went into the kitchen below, where he told the cook that he had killed Mr. Stewart. She not believing so improbable a story, or, dreading the consequences of an alarm, as he still had the axe in his hand, made no outcry, and Whan then went up stairs again with the axe. On the stairs he met the coachman who had been up in the garret, and had been brought down by the groans of Mr. Stewart and the alarm given by the ladies. He took the axe from the hand of the assassin, who walked down stairs and deliberately took his seat at the front door.

Very soon after Mr. Newman arrived, and seeing Whan seated at the door, very naturally concluded that the account had been exaggerated, and on coming

up addressed him with the question, "Why Whan, what have you been doing?" The culprit replied, "If massa strike me, I strike him!" When Mr. Newman hastily entered the house, but on reaching the foot of the stairs, it occurred to him, that Whan might attempt to escape, and he immediately came back to the door to secure him; upon seeing which the African ran off but was overtaken in a few minutes in Spruce street, above Sixth, and conveyed to prison.

From the Philadelphia Gazette.

RIOTS—MONDAY NIGHT.

The public mind being greatly excited by the attempted murder of Mr. Stewart, the authorities of the city yesterday adopted efficient measures to prevent a breach of the peace within the borders of the city. At an early hour in the evening, a large body of the city watch, the silent watch, and the day police were stationed in the southern section of the city, in the vicinity of the scenes of former disturbances. Recorder McIlvaine, Mayor Swift, and the High Constables, directed the motions of this body of police, consisting of one hundred efficient men. About eight o'clock, a crowd assembled in the neighbourhood of Sixth and Seventh, and Lombard and South streets. The presence of the police, however, prevented any manifestation of violence. The mob continued to increase until nine o'clock, and though noisy, were still intimidated from a violation of the peace. The crowd or at least the riotous part of it, consisted of the very lowest classes, with apprentices and half grown boys. A little after nine o'clock, the mob having increased to about fifteen hundred men, the cry was raised, "To Small Street;" and the mass rushed in that direction.

They passed down Sixth street to Small street, and commenced an assault upon four or five houses, occupied by coloured people in that street between Sixth and Seventh streets. The houses were mostly deserted; and but few coloured persons fell into the hands of the mob. Those that were caught were beaten severely. The cry of the mob when a coloured man was caught was—"Kill him—beat him—place him under the pump" with many low vociferations and blasphemous execrations.

They proceeded up Small to Seventh street, and down Seventh to Shippen. Here they assailed a house in Shippen above Sixth, occupied by a coloured barber and several white women. The house was deserted and the mob having examined the premises, left them without destroying any of the property. This barber appeared to be an object of peculiar animosity; and the house was revisited and searched several times; but in vain.

The mob then proceeded up Shippen street to Eighth, and down Eighth. They here entered what is termed Red Row, a collection of small frame houses, occupied by coloured persons. They assailed and broke open eight or nine houses. The course adopted by the mob was to break in the doors with axes; and then search for the inmates. If they found any young coloured man they beat him severely, and then allowed him to go. Old men and women were not injured. The rage of the mob did not however allow them to go through such a series of outrage, without many acts of cruelty; and in several cases the treatment of the poor defenceless blacks was barbarous in the extreme. In the "Red Row" they found several persons who were summarily punished and released. It having been ascertained that several men were concealed in the chimney, some ruffian applied a torch to burn him out. The house was quickly in a flame.

A portion of the mob (it being now about ten o'clock) proceeded from Red Row to Christian and Ninth streets. Here they assailed several brick and frame houses, occupied by blacks. Several of the houses were for a time defended, and several shots were fired

from one of them. Five discharges took place; and two persons were very seriously injured. The contents of a musket passed through the body of one sufferer, and the other had the cap of his knee shot off. The person most seriously wounded was conveyed to the Hospital. The mob however succeeded in breaking in; but as they entered the blacks escaped by the back way.

While these scenes were enacted, the fire in Red Row had risen to some height; and the alarm being given, our gallant firemen hastened to the spot. But the mob, with ruffian violence, ordered them not to play upon the fire. Our firemen, however, are not easily intimidated, and persisted in their praiseworthy efforts; when the mob became exceedingly enraged, and, unmindful of the protection which the firemen have so often extended to their houses—cut their hose, injured their apparatus, and assailed the firemen with stones. The latter, however, stood their ground like men, and succeeded, after the lapse of more than an hour, in subduing the fire, and the still more savage foes that surrounded them. The scene presented by the crowd at this place is described to us as truly terrific. The clamour and confusion, the shout of rage and the cry of suffering as some one sunk under the blows dealt with almost indiscriminate fury,—all presented a scene equally singular and terrifying. It must be observed that no blacks were to be seen in the crowd at this place. It was a contest of honest and respectable citizens anxious to preserve the public peace and to save the city from conflagration, against a band of midnight brawlers, ready with club and torch to sack and fire the houses of defenceless and unoffending people.

The fire was not extinguished until about half past eleven o'clock. But one house was destroyed. From this place the mob proceeded to the neighbourhood of Fitzwater street and Passyunk Road. They there attacked and entered more than a dozen two story frame houses. They broke the doors and windows, but did little further injury to property. Having completed these devastations in that neighbourhood, they returned to Shippen between Sixth and Seventh streets. It was now about twelve o'clock. They entered a court running from the south side of Shippen street, and broke open three houses. In one of these, a black man determined to resist the lawless violators of the peace; and when the mob broke into his house, he armed himself with an axe, and attempted to beat them back. He made a furious blow at the first person who entered, but a door being pushed open between him and the object of his resentment, partially received the blow. Had this not happily occurred, the man would probably have been killed. As it was, the axe struck him on the face, and cut open his cheek and lip. This lawful resistance of midnight violence, was dreadfully revenged by the mob, who beat the coloured man with great and cruel severity. Had not Constable Hoffner interposed, the man, who has always been peaceful and inoffensive would probably have been killed.

They next assailed a house on the north side of Shippen street. The doors were all nailed, and considerable delay occurred before they effected admission. When in the house, every door was found to be nailed, and still further delay took place before they succeeded in entering the chambers. At length they found an old coloured man and woman, whom, notwithstanding their disappointment, they left untouched.

From thence they repaired again to Small street. Here the crowd, yelling and blaspheming, rioted in violence and outrage wholly unopposed. The white inhabitants placed candles at their windows, and the houses thus distinguished, were respected. All the others were broken open. One black man was found here, concealed in the yard. He was given up to the prey of the savage mob, and dreadfully maltreated. It was now after one o'clock, and when our informant left the

place, Small street was still occupied by the enraged mob.

Several houses were assailed during the night which were occupied by white families. This was done either from mistake, or because the inmates were companions of coloured people. A spectator informs us that, when one house, a three story building was attacked, so terrified were the inmates and so anxious to escape, that several dropped from the third story windows. Many revolting occurrences took place during the night. One coloured man was barbarously mangled. Another when his house was attacked escaped upon the roof. The mob shouted at him; and in his perturbation he leaped from the roof and alighted without injury. The crowd applauding the act, allowed him to escape.

At two o'clock the mob had dispersed, and all was quiet.

It is to be hoped that these disgraceful scenes will not be repeated. Assuredly no good citizen will participate in them. Efficient police arrangements will, we learn, be made for to-night; and those who dare again to attempt so flagrant a violation of the laws, will probably be apprehended and punished.

It would be well if respectable citizens, instead of swelling the crowd as spectators, would remain at their homes, or, if they desire to aid in the suppression of riots, volunteer and be sworn in as members of the police.

From the Inquirer.

SCENES OF TUESDAY NIGHT.

The mob again assembled about 9 o'clock on Tuesday evening, in the neighborhood of South and Sixth streets, and continued to augment in numbers until near 10 o'clock, when a rumor was circulated that a three story brick house in St. Mary street—(a street running from Seventh to Eighth, and between South and Lombard)—was garrisoned by armed blacks, who had resolved, if attacked, to sell their lives dearly. The mob, to the extent of more than a thousand persons, immediately proceeded to that neighborhood, but fortunately the Mayor, Recorder, and City Solicitor, having been apprised of the circumstance, hastened to the vicinity, at the head of a large body of police, for the purpose of investigating the matter. It was soon ascertained that the story was true—that a body of coloured men, to the number of fifty or sixty, and armed with knives, bludgeons and pistols, had sought refuge in the house alluded to. They had taken the sashes of the upper windows out—had provided themselves with a large pile of stones, and were prepared to resist to the death any attempt to dislodge them. They had sought this building, not as a matter of choice, but as a last resort. They consisted, for the most part, of poor wretches, who, driven from their homes, knew not where to fly for refuge, and hence had huddled together in the house above mentioned, content to remain there in peace, and anxious to be permitted so to do, but at the same time determined to strike in retaliation, should the mob attempt any act of violence towards them.

Mr. Olmstead, the City Solicitor, who, by the way, deserves great credit for his indefatigable exertions, from the commencement, to preserve the peace of the city, stationed a number of the police at the head of Mary street, with instructions to permit no individual to pass the line. He then, in company with the Recorder, went into the house, and found but one black fellow below, the others being in the second story. After a long parley, in the course of which the recorder detailed, in vivid colours, the perils of their situation, and the fearful consequences of a conflict with the mob, he succeeded in inducing a portion of them to effect their escape through a back way, by walking off two and two, and seeking the western part of the city. The crisis at this time was indeed of the most delicate and perilous character. An excited mob at one end of the

street, kept at bay by the mayor and his police, and a few feet beyond a band of armed blacks! Had a pistol been discharged—had a blow been struck, it is impossible to conceive the scene of riot and bloodshed that must have ensued. As it was, however, the Recorder eventually succeeded in getting the whole number to effect their escape by the route above alluded to.

Just after the last two had walked up to Mary street, a white man came rushing down with a pistol in his hand, and exclaiming—"Watch! watch!" He rushed heedlessly on, with his pistol before him, and it was with considerable difficulty that the police succeeded in wresting it from him. He was immediately arrested and taken off.

A short time after, a story was circulated in another direction, to the effect that an armed band of two hundred blacks had been seen in the neighborhood of Ninth and Lombard streets. It was subsequently ascertained that this band consisted of the fugitives from St. Mary street. They were subsequently seen in Moyamensing by Mr. Foster, the deputy sheriff, who was stationed throughout the evening in that quarter. He succeeded in persuading them to go peaceably home—two and two.

After this party disbanded, no further apprehension of importance was excited throughout the evening. The mob lingered in considerable force, however, about the neighborhood of South and Sixth streets, and occasionally raised a shout, but in every instance the police officers succeeded in checking all attempts to produce riot. The most exaggerated stories were told and passed from mouth to mouth—most of them without the slightest foundation—and got up by the rioters for the occasion. There was not a coloured person of either sex, with the exception of the band above alluded to, to be seen for squares—their houses were completely deserted, and many, we are assured, passed over the river, and slept, or attempted to sleep, throughout the night in the open air.

Long before nightfall mothers with children in their arms—whole families, from the grandfather down to the grandchild—might be seen hastening from the south western part of the city, trembling with apprehension, and eager to discover some place of shelter for the night. A large number have left the city, and are scattered throughout the adjoining counties, while others are preparing to leave the moment they can obtain sufficient funds to bear the expenses of a journey.

The above statement contains nothing but *facts*, and we leave the reader to imagine the amount of suffering and distress produced by this melancholy state of things. The present, perhaps, is not the moment to institute an inquiry as to the authors and provocatives of the excitement which has produced the events to which we have just referred, for although the assassin-like attack upon Mr. Stewart, was the *immediate*, it was by no means the original and provoking cause—but the subject must be met, and we shall embrace an early opportunity of probing it to the bottom.

With regard to the City, too much credit cannot be awarded to the Mayor, Recorder, and those immediately under their direction. They have had an arduous time of it since Sunday last; but, notwithstanding the offence which gave rise to the excitement was committed in the City—and, notwithstanding the first mob assembled in the City, and manifested the strongest disposition for riot and disorder, the officers alluded to, succeeded, by firmness, determination, and constant watchfulness, in preventing a solitary act of disorder *within the limits of the City*.

We cannot close this hasty article without uttering a word of approbation in relation to the conduct of a Police Officer, who, on Monday night, arrested a man at the corner of South and Sixth streets. The crowd, at the time, was very large, and a movement was made by a number of persons stationed at the south west corner.

They uttered a shout, and were, apparently, about to commence an attack; when the police officer, above alluded to, fearlessly sprang into the midst of them, seized a stout fellow by the collar, dragged him out, and despite of the efforts of several of his friends to rescue the prisoner, succeeded in taking him to the Mayor's Office. The excitement for a few moments after the arrest, was intense—the crowd moved to and fro like an agitated sea—"hit him! hit him!" cried out several voices, but the officer still clung to his prisoner—"support the Police—support the Police!" passed from mouth to mouth, several Watchmen hastened to the assistance of the officer, the crowd halted, and fell back dismayed, and the prisoner passed on in custody of the individual who arrested him. The arrest, under the circumstances, was a fearless and manly act, and exhibited, in a strong light, the happy effects of nerve and determination. As to the prisoner, we ascertained that he was a House Carpenter, and several of his friends assured us that he had no intention to disturb the peace. It was right in the officer to arrest him, as it was impossible to discover the really guilty from the innocent; but, we presume, that after the case was fully investigated, he was released. We trust and believe that the riots are at an end for the present, at least. The proper authorities are still on the alert, determined to punish, to the utmost extent of the law, all who are found inciting the reckless and unthinking to violence and disorder. Several of the ringleaders have been committed to prison, and will, no doubt, be adequately punished.

THE WOUNDED.

We learn that James M'Dermott, who was shot in the leg during the riots in Moyamensing on Monday night, and who was immediately taken to the hospital, was somewhat better yesterday. It is supposed that the wound was inflicted by a discharge from a musket. The affair happened in Carpenter street. M'Dermott states that he was passing at the time, and not mingling in the affray.—We learn that no other person, injured during the riots by fire arms, is or has been in the hospital.

There are three black persons at present in the hospital, all of whom were more or less injured on Monday night. One while effecting his escape over a fence was severely cut in his lower extremities; his name is Johnson. Several reports have been circulated as to the manner in which he received the wound under which he is now labouring.

An old man by the name of George Conover, who resided in Carpenter street, near Eighth, was severely beaten over the head, and is as well as can be expected.

The other black was bruised considerably, and received a severe cut on one of his hands, but his case is not dangerous.

At a special meeting of the Hope Fire Engine Company of Moyamensing, held at their Hall, this morning at 2 o'clock, A. M., (immediately after their return from the fire of the rioters,) the following resolutions were unanimously adopted.

Resolved, That this Company tender their thanks to the firemen of the city and county, and their fellow citizens in general, for the prompt and efficient assistance tendered their engine in the conflict of last night, when the rioters attempted by force to prevent them from extinguishing the fire at the corner of Flower and Catharine streets.

Resolved, That in the event of the recurrence of the scenes of last night in our own devoted district, this company earnestly appeal to the firemen and citizens to assemble round their engine, and bear them out in their determination to extinguish conflagrations of the property of their fellow-citizens, let them originate from what cause they may.

Resolved, That we tender our thanks to the Fame Hose Company for their prompt supply of water and able assistance in the hour of danger, and to the firemen in general for their aid in working the engine during the attack.

Resolved, That the members of this company will assemble within their engine house this evening, at half past 8 o'clock for the carrying of the foregoing resolutions into effect, and that we recommend to our fellow-firemen of the neighboring districts the same course of efficiency, and pledge ourselves to support them, as far as in us lies, in the faithful execution of their duties.

Resolved, That it is with pleasure we contradict the prevalent report of an injury to our pipe director, Wm. G. Smith, and assure the public that no serious injury was sustained by any member of the company during the cowardly attack of the assailants.

Resolved, That our proceedings be published in the evening papers.

A. THOMPSON,
Secretary.

From the Commercial List.

GRAIN.

Amount of Grain received by water, and measured at the PORT OF PHILADELPHIA, for the six months ending July 1, 1835.

	Wheat.	Corn.	Rye.	Oats.
1835—	79,621	245,117½	27,938¾	50,776
1834—	76,822	187,878¾	17,746	43,940

In favor of 1835—2,798 57,239 10,192¾ 6,836
Total in 1835—403,452¼ bushels.

STRAW BERRIES.

With this delicious fruit, our market has been abundantly supplied, and they have been finer and cheaper than we have ever seen them, and relished exceedingly by a good fire. We saw one taken from the garden of John Reynolds, Esq. measuring 4¼ inches in circumference, and several which measured 4 inches. Very fine strawberries have been sold at five cents per quart.—*Crawford Messenger, July 4.*

THE NEW RAIL ROAD CAR.

On Thursday afternoon, the rail car **VICTORY**, conveyed a party of invited guests from the city to the rail road bridge. On their arrival the company partook of a collation at the house of Mr. Debouffre, and returned before evening. They were accompanied by a band of music, which served greatly to heighten the festivity of the occasion. This car is constructed on a somewhat novel principle, consisting, in fact, of three united parts, the front and rear car having each its two pair of wheels, arranged in the usual manner, while the middle or principal is unsupported, except by its union with the others. In this way more than two thirds of the weight falls between the two sets of wheels. The effect of this arrangement is to give to the middle part a much more equable and uniform motion, the jar imparted to the wheels by any slight inequality in the road being scarcely perceived. The idea we are informed was suggested by observing the effect of suspending a heavy body as a mass of marble, between the rail cars, constructed in the usual manner. It was found that a body so disposed was much less agitated than when placed on the body of a single car. Some inconvenience has been apprehended on the short curves of the road from the two sets of wheels being at so great a distance but this evil is entirely obviated by making the lateral motion of each set, by which it adopts itself to the curves in the road, wholly independent of that of the other. Considered as a new experiment, in the art, we cannot but anticipate that it will prove a successful one.—*Commercial Herald.*

SINGULAR.—The Enquirer of this morning gives an account of the drowning of a coloured man, named Henry Wilson, who was said to have drowned at the mouth of the Schuylkill, but whose body was taken from the Delaware, on the 9th inst. opposite Pine street wharf. The Enquirer remarks that “when it is remembered that the tide of the river runs down every twelve hours, two hours longer than it floats up, some surprise may be expressed that the body was discovered in the Delaware at the place above mentioned.”

A case of like character occurred some years since in this city, and was brought before the Court of Oyer and Terminer. A coloured man was heard to threaten the life of his wife. He shortly after went out in her company and returned late at night alone.

He said that he was walking on one of the wharves on the Delaware front of the city, and that his wife fell in and was drowned. Several days after the body of his wife was found opposite the city in the Schuylkill; and the fact was deemed sufficient to authorize the arrest and commitment of the husband on the charge of

murder. It was proven to the satisfaction of most persons present, that it was impossible that the wife could have fallen into the Delaware and floated up the Schuylkill; but as there was nothing but circumstantial evidence against the prisoner, he was, against the conviction of nearly every person who heard the trial, acquitted by the Jury.—*Phil. Gaz.*

A TORNADO.

GETTYSBURG, JULY 7.

A very destructive tornado passed over the eastern part of this county, and on through York county as far as our information extends, on Saturday evening, the 27th ult. Among the property destroyed, were the house and barn of Mr. John Strausbaugh, two houses owned by Mr. Henry Lilly, a house occupied by a Mr. Little, the gable end of a brick house of Mr. John Hildt. Some barns were also torn down, and others unroofed—and, of course, the destruction of out buildings, fencing and timber was very great, besides the irreparable injury done to the crops.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

FEBRUARY, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.
THERMOMETER.						BAROMETER.					
1	Sunday,	25	31	30	29	29.33	32	31	29.32	SW	Cloudy day
2	Monday,	19	24	24	22	67	68	78	68	NW	Sun and clouds
3	Tuesday,	17	28	26	24	90	85	85	87	NW	Cloudy day
4	Wednesday,	14	19	19	17	76	70	68	71	N	Sun and clouds
5	Thursday,	15	27	30	34	68	63	62	64	SW	Cloudy—clear
6	Friday,	21	30	32	28	62	55	49	55	NE	Snow (4 inches)
7	Saturday,	8	12	9	10	50	58	58	55	W	Clear day
8	Sunday,	*1	13	8	7	62	69	72	68	W	Clear day
9	Monday,	*1	14	17	10	90	86	83	86	W	Clear day
10	Tuesday,	4	21	24	16	85	85	82	84	SW	Clear day
11	Wednesday,	10	26	26	21	59	54	54	56	W	Cloudy day
12	Thursday,	17	28	32	26	60	62	60	61	SW	Clear day
13	Friday,	25	37	39	34	50	47	47	48	SE	Cloudy day
14	Saturday,	24	32	31	29	85	92	99	92	NW	Cloudy day
15	Sunday,	18	31	25	25	30.10	30. 5	29.98	30. 4	E	Snow (4 in.) ra. & sl't at ni.
16	Monday,	28	38	35	34	29.90	90	85	29.88	NE	Drizzling rain
17	Tuesday,	32	39	40	37	72	68	62	67	NE	Do do
18	Wednesday,	37	44	43	41	55	55	57	56	W	Cloudy day
19	Thursday,	33	40	38	37	70	72	83	75	W	Sun and clouds
20	Friday,	27	38	41	35	30.00	30. 8	8	30. 5	SW	Clear, cloudy
21	Saturday,	29	43	45	40	29.90	81	80	29.84	NE	Hazy
22	Sunday,	33	48	50	44	65	64	60	63	W	Rain—cloudy
23	Monday,	36	41	37	38	92	91	91	91	SE	Cloudy, snow
24	Tuesday,	32	43	42	39	30.00	30.00	29.96	99	E	Cloudy day
25	Wednesday,	33	43	45	37	29.80	73	73	75	S	Cloudy, clear
26	Thursday,	27	31	33	30	73	73	73	73	W	Cloudy day
27	Friday,	20	22	24	22	65	56	53	58	NW	Sun and clouds
28	Saturday,	10	22	16	16	48	48	62	53	W	Cloudy, snow

Thermometer.					Barometer.				
Maximum on the 24th,	.	.	.	39°	Maximum on the 20th,	.	.	30.05	inches.
Minimum on the 8th,	.	.	.	10	Minimum on the 1st,	.	.	29.32	"
Difference,	.	.	.	29	Difference,	.	.	00.73	"
Mean,	.	.	.	27	Mean,	.	.	29.72	"

* Below Zero.

CHESTER COUNTY CONTRIBUTIONS FOR THE BLIND.

At a meeting of the Committee appointed to concert measures to present the claims of the Blind to the citizens of Chester County, held at West Chester on Monday evening, the 1st of June, 1835, it was

Resolved, That the Chairman of the Committee be requested to transmit the money, collected by the several township Committees, to the Pennsylvania Institution for the instruction of the Blind; and that a Statement of the contributions of the Townships respectively be published in the Newspapers of the county.

West Chester, Pa. June 2, 1835.

Sir,—In obedience to the instructions of the committee, appointed to concert measures to present the claims of the Blind to the citizens of Chester County, I have the honor to enclose to you, for the use of "The Pennsylvania Institution for the instruction of the Blind," a Draft upon David Townsend, Esq. for nine hundred twenty nine dollars and twenty six cents (\$929 26,)—that being the amount of the contributions, from the several townships, in aid of said Institution. It is proper to add, that this remittance has been delayed somewhat longer than was originally intended, for the purpose of allowing full time for *all the Townships* to send in their contributions to the Treasurer of the central Committee; some of which, however, have not yet been heard from.

I am very respectfully,

Sir,

Your obedient servant,

WM. DARLINGTON,

Chairman of the Committee.

To FREDERICK FRALEY, Esq.

Treasurer of the Pennsylvania Institution for the instruction of the Blind, Philadelphia.

Philadelphia, June 5, 1835.

Sir,—The Treasurer of the Pennsylvania Institution for the instruction of the Blind, received yesterday your letter of June 2d, authorizing him to draw upon David Townsend, Esq. for nine hundred and twenty-nine dollars and twenty-six cents, being the amount of the contributions of the citizens of Chester County in aid of the said Institution—for which sum he has accordingly drawn.

In behalf of the Board of Managers of the Institution, I take the earliest opportunity to express the high sense we have of your zealous exertions, and that of your committee in making this very handsome collection, and I beg you to assure them that we feel very grateful for the interest they have felt in our charitable enterprise, and the kind assistance they have contributed towards it.

At the same time we must ask you to convey to the contributors in the County of Chester, our acknowledgments for the liberality with which they have answered this appeal to their benevolence. We trust that the advancement of our Pupils in all branches of useful knowledge, will continue to excite the interest and justify the generosity of our fellow citizens.

I am Sir,

With the highest respect,

Your obedient servant,

J. FRANCIS FISHER,

Corresponding Secretary of the Pennsylvania Institution for the instruction of the Blind,

To WM. DARLINGTON, Esq.

Chairman of the Committee.

Amount of Cash paid David Townsend for the use of the Blind.

From Birmingham, by	
E. Cook	\$ 7 60
Thos. Darlington	14 12½—21 72½
East Bradford,	
J. C. Strode	29 75
Jas. Bradley	11 00
Eusebius Townsend	20 50—61 25
West Bradford,	
C. W. Parish	19 50—19 50
Brandywine,	
James M'Ilvane	4 00
James M'Farlan	5 24—09 24
Charlestown,	
I. Z. Coffman	10 00
J. S. Davis	17 12½
D. M'Curdy	11 37½—39 00
Coventry,	
Jacob Diffendaffer	15 25
Samuel Shafer	15 50—30 75
East Caln,	
Issachar Price	16 00
J. B. Sharpless	11 75—27 75
West Caln,	
Andrew Brown	17 75—17 5
East-town,	
Isaac Wayne	7 50
John Tucker	15 00
W. Kenney	7 00—29 50
E. Fallowfield,	
Daniel Kent	7 75
A. Mode	12 03—19 78
West Fallowfield,	
James Haslett	17 75—17 75
East Goshen,	
J. Eldridge	13 50
J. Sharpless	7 00—20 50
Kennett,	
Thomas Marshall	10 50
J. Lamborn	2 65—13 15
London Grove	
Wm. Jackson	9 50
Isaac Pusey	13 00
Oliver Alison	18 00—40 50
Londonderry,	
Joseph Jefferis	7 50—07 50
East Marlborough,	
Thomas Seal	3 00
Jesse Pusey	20 00—23 00
W. Marlborough,	
F. Parke & J. Chandler	8 00—08 00
E. Nantmeal,	
David Potts, jr.	33 00
Thos. K. Bull	22 50
Wm. Kirk	10 75—66 25
New Garden,	
John W. Thomas	11 00—11 00
W. Nantmeal,	
James M'Ilvane	28 00—28 00
Upper Ox ord,	
Charles Wallace	10 00—10 00
E. Nottingham,	
Saml. Hughes	4 00—04 00
Pikeland,	
George Hartman	9 87½
A. Marshall	1 00—10 87½
Penn,	
Doctor Ankrim	7 12½—07 12½
Pennsbury,	
Wm. Sharpless	4 62—04 62
Schuylkill,	
E. F. Pennypacker	45 00
J. Whitaker	21 50
John Morgan	3 50—70 00

Sadsbury,	
James Trueman	11 00
G. W. Parke	10 00
James Smith	21 00—42 00
Thornbury,	
A. Darlington, jr.	9 00—09 00
Tredyffrin,	
Robert T. Evans	8 00
J. Beaver	17 75—25 75
Uwchlan,	
James Williamson	28 25
Simon Hawley	11 62—39 87
East Vincent,	
Frederick Sheeder	19 54
Wm. Rogers	3 00—22 54
E. Whiteland,	
Thomas Jones	20 00—20 00
W. Whiteland,	
John R. Thomas	34 58½
J. Dunwoody	5 50—40 08½
West Chester,	
H. H. Van Amringe	68 00
A. Miner	25 00
Joseph Jones	10 00
Joseph J. Lewis	3 00—106 00
West-town,	
B. Passmore	10 00—10 00
	\$933 76
Deduct paid for printing,	4 50
Balance,	\$929 26

The foregoing statement is from the Treasurer's Books. The committee have endeavored to be correct; but there may possibly be some errors of detail, in consequence of remittances from townships being sometimes made through persons who were not committee men,—or not residents of the proper township from which the contribution was actually made.

THE LATE DR. THOMAS C. JAMES.

At a meeting of the Council of the Historical Society of Pennsylvania, held at the Philosophical Hall, on Wednesday evening, the 15th July, 1835,

Joshua Francis Fisher, offered the following resolutions, which were seconded by John Vaughan, and unanimously adopted:

Resolved, That the Council of the Historical Society of Pennsylvania, learn, with deep regret, the death of their venerable Vice President, Dr. Thomas C. James, whose urbanity, literary acquirements, and eminent talents, had gained him the esteem and friendship of his associates;—and whose memory will long be cherished by all who had the happiness of meeting him in this Hall.

Resolved, That J. R. Tyson be requested to write a biographical Memoir of Dr. James, which will illustrate his literary and personal character, to be printed in the next half volume of this Society's transactions.

Resolved, That a copy of these resolutions be conveyed to the family of the deceased, with the assurance of the hearty condolence of the members of the Council in this afflicting dispensation of Providence.

WILLIAM RAWLE, Presid't.

ROBERTS VAUX,
PETER S. DUPONCEAU,
JOSEPH HOPKINSON,

} Vice Pres'ts.

Attest—
J. R. Tyson, Secretary.
Vol. XVI.

From the Philadelphia Gazette and Intelligencer.

PROCEEDINGS OF COUNCILS.

June, 9 1835.

SELECT COUNCIL.

Mr. Roach presented a petition in relation to the insufficiency of the culvert in Dock street, to carry off the water, and praying that the evil may be remedied. Referred to the paving committee.

Mr. M'Creedy presented a petition from John Cowroy, occupant of the house No. 85 south Fifth street, praying for indemnity for damage to his property, occasioned by the overflowing of the public sewer in his vicinity. Referred to paving committee.

Mr. M'Creedy a petition from the superintendants for cleansing the city, praying for an advance of salary. Referred to the committee on cleansing the city.

Mr. Price presented a petition in favor of a Saturday evening market, in the Second street Market house. Referred to committee on Markets.

The President submitted a communication from A. D. Bache, Secretary of the Faculty of Arts, inviting Councils to be present at the exercises of the commencement, at the Pennsylvania University, on the 30th instant.

[Several other petitions, of a character similar to those noticed in the proceedings of Common Council, were presented and referred.]

Mr. Price offered the following preamble and resolutions which were adopted

Whereas, means have already been taken to express the peculiar sense of the loss which the country has sustained by the death of the late Chief Justice of the United States, and the profound grief which has affected the community on that melancholy event; and whereas, it is fit that the actions, character and services of illustrious citizens whose career has been most eminently honorable to themselves and beneficial to their country, should be adequately portrayed and commemorated, therefore.

Resolved, by the Select and Common Councils, of the city of Philadelphia, That Horace Binney be invited to pronounce an eulogium on the life of John Marshall.

Resolved, That the Presidents of Councils be requested to communicate the foregoing invitation to H. Binney.

An election was entered into for a member of the Board of Trustees of the Philadelphia Gas Works in the place of Benj. W. Richards; Esq. resigned, which resulted in the choice of Dr. John K. Mitchell.

COMMON COUNCIL.

The President submitted and read a communication from "the American Philosophical Society for the Promotion of Useful knowledge," in relation to the acceptance by that body of the terms proposed by Councils for building a city observatory, and stating that they had taken measures for providing their share of the amount necessary for the erection of the same.

Also a communication from the managers of Wills' Hospital, informing Councils of the resignations of Samuel Spackman and Thomas Snowden, as members of the Board.

Mr. Rowland presented a petition for repaving Randolph's Court, Second street, between Race and Vine. Referred to Paving Committee.

The President submitted a communication from a large body of the Mechanics and Working Men, on the subject of Councils taking into consideration, the opening of a walk across the Independence Square, from George to Library sts. to facilitate the passage of citizens through the Square. Referred to Committee on Public Squares.

Mr. Rowland presented a petition for placing flag stones in Front street between Jones' alley and High street, to remedy the great inconvenience caused by the water covering the street during heavy rains, &c. Referred to Committee on Paving.

Dr. Huston offered several petitions praying Councils to purchase the Burial Ground on Franklin Square.—Referred to Committee on Public Squares.

Mr. Lancaster presented a petition from the South-wark Hose Co. praying Councils for leave to enlarge their Carriage House. Mr. Lancaster states that the Company merely asked leave, as touching the expenses they would liquidate that with the funds of the Company. Referred to Committee on Markets.

Mr. Lancaster also presented a petition from citizens in the neighborhood of Dock street, petitioning Councils to cause to be constructed a culvert, &c. to prevent a recurrence of the serious evil caused by the late storms in that section. Referred to paving committee.

And further, a petition of 142 citizens for the purpose of obtaining leave to hold a Saturday evening market in the New Market, 2d st. between Pine and Cedar st., for the convenience of working men and others. Referred to the committee on Markets.

Dr. Huston presented the report of Committee on fighting and watching, in relation to the petition of Philip Banks, who some time since prayed Councils to remunerate him for the loss he sustained in quelling a riot during the last election, by having his coat torn and hat lost, and also suffering severely from rheumatic affections, caused by standing in the water at a fire, in pursuance of his duty as a watchman; the committee reported that they could see no reason why the prayer of the petitioner should be granted—they therefore asked to be discharged from any further consideration of it. Agreed to, and report accepted.

On motion of Mr. Fraley, Select Council was informed that Common Council would join them in joint meeting, to elect members to serve in place of the gentlemen resigned.

Messrs. Lewis & Rowland were appointed tellers, and the election resulted in the choice of M. W. Baldwin, Esq. to serve as trustee of Girard College, in stead of Thos. McKean Pettit, resigned, and Saml. English, in place of Saml. Spackman, as manager of Wills' Hospital.

Thomas Snowden was unanimously re-elected. Council then entered into a consideration of the unfinished business relative to the report of the committee appointed by Councils to effect a compromise with the German Congregation for the burial ground upon Franklin Square. The question of continuing it in the Committee of the Whole, with whom it had been left when last discussed, was debated, but on motion the committee was discharged, and the subject reverted to its original form, to wit: An amendment offered by Dr. Huston upon the resolution accompanying the late report of the committee on Public Squares, the substance of which amendment had been to substitute \$50,000, for the sum named in the report.

Mr. Fraley moved the postponement of the Dr.'s amendment, for the purpose of introducing another, reducing the sum named to \$40,000.

Mr. Earp rose and moved that \$30,000 be inserted, and gave as his reasons for the proposition that he had been informed that the German Congregation held the property only for burial purposes and he could not see why they should receive a sum greater than the property would bring if laid out in building lots.

Dr. Huston observed that Mr. Earp had been misinformed, as the patent of the Congregation contained no clause restricting its holders to use the ground for burials alone, and he could not see why the Congregation should be forced to sell it for less than its real value.

Mr. Chandler supported the Dr. and was opposed by Mr. Williams and Fraley.

The question was then taken on the amendment of Mr. Earp, and lost; Dr. Huston's amendment was then tested and was also rejected.

At this stage of the proceedings Mr. Dunlap rose and offered a resolution that the Committee on Public Squares be invested with authority to offer the Congregation \$35,000 for the lot in question. Resolution adopted.

Select Council having informed Common Council that they had appointed Messrs. Wiegand, Price and McCredy, on behalf of their body, to wait upon the Mayor and Presidents of Baltimore City Councils, now in this city, and shew them the usual courtesies due their mission and rank. Messrs. Fraley, Chandler and Williams, were appointed by Common Council to co-operate with the Committee of the other Council.

On motion adjourned.

It may be deemed necessary to state that in the case of Thomas Snowden, the cause of that gentleman's resignation as a member of the Board, was in consequence of his removing from the city. Having returned, that difficulty became obviated, and he therefore consented to serve under a re-election.

From the Journal of the Franklin Institute.

METEOROLOGY.

First Report of the Joint Committee of the American Philosophical Society, and Franklin Institute, on Meteorology.

The Joint Committee of the American Philosophical Society, and the Franklin Institute of the State of Pennsylvania, return thanks for valuable meteorological journals, received from the following gentlemen.

Mr. R. H. Gardiner, Gardiner, Maine.

Mr. Jacob Mull, U. S. Navy, Portsmouth, New Hampshire.

Mr. James Porter Hart, Farmington, Mass.

Professor Caswell, Providence, R. I.

Mr. A. W. Smith, Middletown, Conn.

Mr. Edward Gibbons, Lockport, N. Y.

Mr. C. Gill, Flushing, Long Island.

Dr. R. H. Rose, Silver Lake, Pa.

Dr. Henry Gibbons, Wilmington, Del.

Dr. G. S. Sproston, U. S. Navy, Baltimore, Md.

Dr. J. M. Foltz, U. S. Navy, Washington city, D. C.

Prof. James Hamilton, Nashville, Tenn.

Dr. John Locke, Cincinnati, Ohio.

Mr. J. Panglos, Urbana, Ohio.

Only four months have elapsed since the reception of the earliest of these journals, and already some valuable facts have been deduced from a comparison of the simultaneous observations which they contain.

A detailed report of all general conclusions, with the data on which they are founded, will be given hereafter; but as this will require a considerable length of time, and a much more extensive collation of journals, than the committee have yet in their possession, they will mention, with a view to increase the zeal of their correspondents, one or two facts, which, from further observations, will probably lead to important general laws.

In all the great fluctuations of the barometer which occurred in January and February, at Nashville, Tenn. they were one day sooner than at Philadelphia; and on the 22d of March, the barometer was lowest at Philadelphia at 3 o'clock, P. M.; whereas, at Providence, R. I. it continued to fall till 9 o'clock, P. M. as very particularly noted by Professor Caswell. The exact moment of greatest depression at Portsmouth is not given by Mr. Mull, but it was lower there at 7 o'clock, P. M. on the 23d, than on the 22d at sunset; at which time it had already risen more than half an inch at Philadelphia.

Do these barometric fluctuations of great magnitude travel north-eastwardly?

Again, on the 22d of March, at the moment when the barometer was lowest at Philadelphia, the wind at York, Pa., at Flushing, N. Y., at Middletown, Conn., at Providence, R. I., and at Portsmouth, N. H., was blowing towards Philadelphia violently, especially at York and Portsmouth, while at Philadelphia it was a perfect calm. There was also, on that day, a very violent rain at York, and in Berks county, Pa., and at Baltimore, and also a considerable rain at Flushing, Middletown, and Providence, at the same time, when there was a calm in Philadelphia, and no rain; and as this state of things continued for many hours, it seems probable that the air, which moved with great rapidity towards Philadelphia, in opposite directions, must have ascended over Philadelphia, and passed off above even with greater rapidity than it approached below, or otherwise the barometer must have risen, in a very short time, to a great height, by the conflicting impulse of these two opposite currents; but the barometer stood all this time more than three quarters of an inch lower than usual.

The committee desire these remarks to be viewed as they are intended, to be confirmed or rejected as future observations, and a more extensive induction, shall warrant. They merely propose the queries:

Are rains caused by an upward motion of air, commencing where the dew-point is highest, or where the barometer is lowest?

Do storms in the temperate zones generally travel from some westerly point? And are those storms which so travel preceded by an easterly wind, and also followed by a westerly, unless another storm is soon to come on in the same direction? In the torrid zone, do the storms on the north side of the line travel towards the north-west, and on the south side of the line towards the south-west?

On the 29th of January, from 8 o'clock, A. M. till 4 o'clock, P. M. there fell at Nashville, Tenn., 1.47 inches of rain. This storm travelled east, and it began to rain at Cincinnati at half past 12 o'clock, and at Philadelphia at 4 o'clock next morning, the 30th; it rained hard all day, terminating at 7 o'clock, P. M. During this whole day, the wind at Nashville and Cincinnati blew towards Philadelphia, and at Flushing, Middletown, Providence, and Portsmouth, directly towards Philadelphia also. This storm lasted eight hours at Nashville, fifteen hours at Philadelphia, twenty-four hours at Flushing, and twenty-seven hours at Portsmouth. The wind set in at all these places some hours before the rain from the north-east, and at the termination of the rain changed to the south-west; and before it ceased raining at Portsmouth, the wind had changed round by south to west at Flushing and Philadelphia, and to the south-west at Middletown.

Even one well authenticated case of this kind goes far to establish the fact that the wind below blows towards the centre of a *great* rain. From the time of the middle of the storm at Nashville, until the middle of the storm at Philadelphia, was $23\frac{1}{2}$ hours and this corresponds well with the fluctuations of the barometer mentioned before.

It may be mentioned also, that, reckoning from middle to middle of the storm, it was $30\frac{1}{2}$ hours from Nashville to Middletown, and $32\frac{1}{2}$ from Nashville to Portsmouth. These all agree in giving a velocity to this storm of about twenty-six miles an hour. Is this the velocity of the upper current of air at Philadelphia, which comes generally from a point south of west? Is it this upper current which gives direction to the storms in this latitude?

Many instances have been observed upon a momentary breaking of the lower clouds, in the very middle of these north-east storms, when the clouds above were coming from the south-west.

This storm had a north-east, and south-west diameter, at Nashville, of about 200 miles, gradually increas-

ing in size, until, at Portsmouth, it was 800 miles. Its north-west and south east diameter is unknown.

What are these two diameters of storms generally?

Our correspondents will perceive that something on this subject is likely to be discovered by a persevering course of simultaneous observations over our wide extended continent. The Joint Committee which now addresses you will spare no means to elicit from your observations, decisive answers to the queries proposed above, and, if possible, to establish such general laws as will entitle meteorology to the name of science.

To this end, it is essential that the original observations, and not the mean of several, should be communicated, and that the number and extent of our correspondents should be increased; we therefore request each one of our correspondents to procure at least two more. It would be very desirable to have different correspondents at places along our northern frontier, and others on our sea-board, from Cape May to Cuba. Also to have some correspondents in the *far west*; we have none at present farther than Nashville.

The committee earnestly request that the present opportunity of discovery may not be lost, that the undertaking may not languish for want of zeal; their correspondents may be assured, even when the committee is silent, that they are constantly at their posts, waiting for the communications with that intense interest which always accompanies sanguine hopes of successful investigation.

JAMES P. ESPY,
Chairman Joint Committee.

CHARLES N. BANCKER,
GOUVERNEUR EMERSON, M. D.
ALEXANDER D. BACHE,
JAMES P. ESPY,
Com. of Amer. Philos. Soc.
ALEXANDER D. BACHE,
HENRY D. ROGERS.
SEARS C. WALKER,
PAUL B. GODDARD, M. D.
Committee of Franklin Institute.

AN ADDRESS

DELIVERED IN ZION CHURCH AT EASTON,
ON THE FOURTH OF JULY, 1835.

*At the request of the Washington and Franklin Literary
Societies of Lafayette College.*

By GEORGE MIEFFLIN DALLAS, Esq.

We must all derive gratification when noticing a tendency in the literary associations of our country to combine with their public exercises the sentiments and epochs of patriotism. The two societies, at whose call I venture for a while to claim your attention, have significantly selected for periodical exhibition a day of national commemoration: a day on which it is scarcely possible for an American citizen to think of any thing but the glories of the land in which he lives, the exploits and wisdom of its founders, the freedom and excellence of its institutions, the brightness and beauty of its future! In this selection is conveyed a silent, but acknowledged instruction to their present representative: directing his efforts to harmonize with the pervading feeling, to swell the general anthem of exultation, and to contribute what he can to invigorate the loftiest of human virtues. I proceed to execute this commission in the spirit with which it has been flatteringly confided, and to tender for your indulgent acceptance some observations and recollections congenial to the occasion.

Since the Declaration of Independence, issued fifty-nine years ago, the achievements and merits of those who made or sustained it, have been annually and most justly the theme of grateful eulogy. In every district of our immense territory, the voice of an emancipated and happy people has untiringly preserved the high

renown and affirmed the unsurpassed wisdom of these public benefactors. It is a subject which for centuries to come will be proudly resumed by each succeeding generation on this continent: whose strength, interest, and fulness cannot be exhausted: and which will awaken generous and salutary emotions as long as posterity are able or worthy to appreciate the brightest models and purest actions of heroism. The vast and wonderful results, too, which have flowed and must continue to flow from the hardy and uncompromising promulgations of our great charter, present a boundless range for philosophic and impressive eloquence. At each recurring anniversary fresh events are recorded illustrative of its renovating progress among the governments, and for the happiness of men: the resistless advances of its spirit noted in the feudal dynasties, the overthrow of inveterate abuses, the abandonment of prejudices, the enlightenment of the common mind, the equalization of rights, the prolongation of peace, and the cheering re-establishment of social, intellectual, and religious liberty. These are incidents and topics appropriate to the Fourth of July, and to the descendants of those who have given it an immortal pre-eminence on the calendar. At this hour, they are engaging the memories, kindling the affections, and ennobling the patriotism of millions who surround us.

But it is not my purpose to enter so wide and diversified a field. I would fain attain my object by another more contracted though equally direct pathway. Where am I? at the confluence of the Delaware and the Lehigh: in one of the most populous and cultivated of the interior regions of my native state, and in the presence of an assemblage of fellow citizens, whose vigorous minds and generous hearts expand with the sympathies of the day. Of what shall I speak? of what can I speak, to you, in unison with the time? Let it be of our immediate home: of that Commonwealth in whose fame and prosperity we are all deeply and lastingly concerned—whose moral and mental contributions towards universal good, can neither be disputed nor overshadowed: let it be of peerless Pennsylvania! Unused to boast for invidious contrasts, we may yet be permitted to bear to the national jubilee the sense of her excellence, and in the general chorus keep at least one note of grateful triumph exclusively for her!

Conformably to the census of 1830, and the ratio of increase deduced from those of 1810 and 1820, our population now exceeds one million five hundred thousand. It is scarcely a century and a half since the memorable landing of the founder; prior to which period, not a germ of civilization had here taken root; all was huge forest, rude plain, barren mountain, or wasted valley: the "untutored Indian" chased his hardly less savage prey along the margins of these noble rivers, launched his scooped canoe timidly upon their surface, or with his bow and arrows stealthily tracked the entangled recesses of the interminable woods. On the very beach, emerging from his dense and dark covert, the wild warrior Tamenend gazed, with no prophetic forecast, upon the groupe of placid strangers, who, quitting the deck of the "good ship Welcome," stepped upon the sand, with William Penn at their head, claiming the unknown region as their allotted province. How short a space of time's ceaseless current between that small beginning and the present great consummation! How swift and mighty have been the causes which, in the ordinary length of two lives, dispelled the wilderness, banished the barbarian, burnished the neglected face of nature, and poured life, light, gladness and Christianity into every corner of Pennsylvania!

The rapidity of this physical and moral redemption must be ascribed to peculiar and honorable characteristics. It derived no impetus from contiguous pressure, overflowing and spreading beyond an ideal or arbitrary boundary: its original fountain was three thousand miles distant; and the fertilizing fluid rushed not at first like a steady stream, but fell as it were, in detached

and gentle drops upon the soil. Nor was it at any period urged forward by the quick hand or peremptory tone of violence: conquest and usurpation are alien to our annals. Nor did there exist within our limits any meretricious attractions to cupidity or cruelty: the glittering and delusive mines of gold or silver, and the fabled waters of immortality, were stationed farther south. No! the progress of Penn's settlement, from 1682 to 1835, its expansion, its prosperity, its abounding wealth, and its exalted reputation, as a colony or as a commonwealth, are far otherwise, and more satisfactorily explained by a few striking features of its history, legislation, and manners.

The destiny of Pennsylvania, can be said to have been foreshadowed in the character of William Penn. More than the Athenian or the Spartan lawgiver, this extraordinary man gave to the community he established the impress of his own mind, and the stimulus of his own virtues. He was calm, sagacious, practical, and persevering: peaceful alike in temper and on principle: patient amid obstacles and profound in judgment; with an understanding at once powerful and refined, and a heart deeply and delicately alive to the promptings of benevolence. About him there was neither bustle, nor pretension, nor display: too mild for military pomp, too upright for rhetorical art, too bold and manly for imposition, his force was in his truth, his attraction in his simplicity, and his persuasion in his meekness.—With clearer conceptions than others possessed of the condition, climate, and resources of this land, he courted the spirit of gain, or of discontent, or of enterprise, or of ambition, by no flattering promises of sudden acquisition or of indolent repose, and no gaudy pictures of adventure or of sway. His candor, cheered it is true, and justly cheered, by a rational foresight, yet told of toils to be endured, of perils to be braved, of hard privations, of prolonged industry, and of stern equality.—Such were the rough but unyielding materials with which he chose to cement his foundation. Having, in a letter of the 5th of January, 1681, mentioned the chartered confirmation of this territory, which he then termed his "country," with a resolution to have "a care to the government that it be well laid at first," his earliest preparatory proceedings, "*the Great Law*," and the "*Conditions and Concessions*" to purchasers, abound with wisdom and precautionary policy, while the pure morality and unbroken faith of his council under the Elm, and his treaty with the guileless and confiding Lene Lenappe, have been and ever must be held unmatched by precedent and beyond all praise. From grafting by such a hand, and under the genial sunshine of such sentiments and acts, the fragrant blossom was sure, the rich fruit inevitable. It was impossible for the companions of Penn, or their immediate posterity, not to catch and transmit the admirable qualities of their chief, to carry his precepts and his practices into all their conduct, and to preserve in their entire social system, as it expanded and towered, a moral resemblance to a model so firmly approved.

During that portion of our history which preceded the confederacy of the colonies and the revolutionary struggle, embracing an effective period of seventy years, a broad basis was gradually moulded for a superstructure of vigorous republicanism. No part of this continent was better prepared for the transition of 1776. Although it be true that our Proprietaries and Lieutenant-Governors successfully managed to avert from the people the severity of many vexatious inflictions of the mother country, and thus kept alive here a stronger attachment to the transatlantic empire than was felt elsewhere: yet had we by plain and frank manners, by the consistent inculcation and enforcement of equality, and by a sturdy course of self-government, become ripe and ready to glide without the slightest shock to order, or to established habits of thinking, into an avowed as well as actual democracy.

The early character of the social intercourse of Pennsylvania may yet be remembered by a few of its inhabitants. It is glowingly portrayed by a living sage as having exemplified in real life, the simplicity, innocence, and happiness of the Arcadia of ancient poets. Far removed from the cumbersome forms and constraints of European courts, utterly disdaining the frivolities and caprices of fashion: affecting no titles, knowing no ranks, and coveting no honors: seeking competence only by useful industry, and content only by practical virtue: our ancestors formed a society where age was never without reverence, and youth never without friendship, where genius was too much cherished to be envied, love too pure to be false, and misfortune too sacred to be traduced. It was, indeed, as perfect a state of domestic and almost fraternal concord as human frailties will suffer to exist. Although natives of various climes, and using various tongues, the German, the Swede, the Hollander, the Frenchman, the Dane, the Welshman, the Scot—thronged through the portal which Penn had opened, and eagerly sought within his asylum repose and happiness, according to their peculiar tastes, yet did each contribute some distinctive portion to the common stock of moral value, while the presiding genius of the place, extinguishing all rivalry save that for the general benefit, actuated and harmonized the whole. In one trait it was natural that the settlers should agree: an abiding aversion to the artificial distinctions and morose intolerance which had impelled a flight from their comparatively luxurious homes: and from this sentiment alone would result an ever-active tendency to illustrate their social and political relations by conventional plainness, charitable forbearance, and direct truth.

To the annals of this community, animated in its primitive formation as I have thus faintly sketched, belong a series of movements in the cause of freedom and beneficence, more striking, more efficient, more uniform, and more lasting, than can be justly claimed by any other people. I speak with no intention to exaggerate. Pennsylvania has crowded within the short term of her existence, achievements of polity of which the oldest nations might be proud, and which all must acknowledge. It befits us occasionally, however briefly, to revert to them. Amid the general proneness to extol surrounding or distant states, let us at least hint among ourselves that, in certain matters, interesting to all humanity and glorious to our predecessors, this beloved Commonwealth still enjoys an unrivalled ascendancy of merit.

One hundred and thirty years have elapsed since the legislative body of the province in "*the law concerning liberty of conscience*," declared, "Almighty God its *only Lord!*" and thenceforward to the present hour, that declaration has been maintained, theoretically and practically inviolate. It emanated from, and was addressed to, those who felt and knew its unchangeable truth: its vitality spread through all their habits, reflections and language: their descendants caught it among the earliest rudiments of moral or intellectual culture: it has become as native here, and as inseparable from our being, as the atmosphere we breathe. Remark, that Pennsylvania, with no subservient imitativeness, inculcated mere *toleration*: the philosophy of that is as old and as rational as paganism: but she proclaimed the simple and sacred principle, afterwards embodied in both her constitutions of 1776 and 1789, of "a natural and indefeasible *right* to worship Almighty God according to the dictates of conscience."

It is sometimes difficult to realize the belief that what we have peacefully and uninterruptedly exercised as an absolute and unalienable right—what we should deem it preposterous and vain for any human power to attempt controlling or abridging—was long, very long, fruitlessly craved by our ancestors from the splendid tyrannies of the eastern hemisphere, and was denied to them because dangerous to their social tran-

quillity and their immortal destinies! Nor can we truly appreciate the legislative enunciation to which I have referred without recollecting that *conscience*, every where until then, and even now throughout the far greater portion of the world, was and is subjected to governmental rules of coercion and test. Pennsylvania, in this—in severing radically and forever all connection between municipal power and spiritual homage—has marched ahead of mankind at large.—Her experience too triumphantly vindicates the safety as well as justice of the policy. Countless as are the modifications of doctrine and the peculiarities of worship within our limits, no bigotry or fanaticism ever invaded their separate independence. Religion here has never been the fountain of bitterness and blood. She stalks not among men as a relentless avenger, exacting repentance on the rack, or conversion at the stake. Her crusades, inquisitions, chains and tortures are unknown. With us, her pathway, illuminated by the effulgence of perfect freedom, is profusely strewn with blessings: while her gentle voice, with healing on its wings, whispers pleasantness and peace.

Kindred in its excellence, and of all almost equal merit, is the formal and impressive denunciation of domestic slavery. The injured and degraded African, fettered by the cupidity and stunned by the blows of polished Europe, was first cheered by the sound of emancipation in the sequestered wilds of America.—During the two centuries which preceded the landing of William Penn, from the fatal period of the Portuguese invasion of the Gold Coast, an entire race of human beings had been doomed the victims of avarice, cruelty, and oppression. The accursed traffic rioted in the sanction of Spanish imperial letters patent, had been connived at by the Virgin Queen of England and was openly encouraged by a monarch of France, falsely and foolishly surnamed the *Just*. An unchristian policy leagued with an insatiate and remorseless spirit of gain, annually loaded thousands of our fellow creatures with chains, tore them violently from their country, and consigned them, in untried climates, beneath the rods of unknown masters, to unlimited unsparring servitude. At the height of this unhuman atrocity, whose cancerous roots were transplanted hither by British traders from the West Indies, there was heard, in 1683, from the bosom of a secluded German settlement in Pennsylvania, a calm protest and earnest appeal. It was the impulse of nature, and the lament of humanity: the air in which it was breathed proved congenial, and bore it in time to distant nations, and to the hearts of all. From that moment may be dated the commencement of African redemption: it slowly and steadily advanced, our noble commonwealth by her celebrated statue "for the gradual abolition of slavery," perseveringly in front of the movement—until now, throughout christendom, and with the potential anathema of every government, the *Slave Trade* ranks among the worst, the vilest, and the meanest of crimes.

The pride of ardent and unvarying action on this interesting subject has been accompanied, throughout a series of years with characteristic prudence, and has ended in complete success. The fire of enthusiasm, even in so righteous a cause, was controlled and directed by a deep and abiding sense of relative justice.—We have encouraged, we can encourage, no visionary projects of abrupt reform: nor can we presume, in the slightest degree, to shake the constitution, or to affect legal enactments, of other communities, except by the power of wise and triumphant example. Our career, calm, and continuous, is on the eve of consummation. We have, at last, without violent and dangerous empiricism, expelled the disease which the vices of others introduced among us. An erroneous nomenclature and ill directed inquiries led, it is true, to an injurious and mistaken result in the census of 1830—imputing to this Commonwealth the possession of an increasing number of slaves: but the ascertained fact is, that we

have nearly purged our soil of every vestige of this pestilent opprobrium, and that, at this moment, of the one million and a half of our people, not twenty are subjected to involuntary servitude, even under ameliorated rules and circumstances.

Liberty indeed, well-poised and deep-seated liberty, in all its spheres and applications, has early and late and ever been the object of fond and foremost pursuit. In the disenfranchisement of conscience and extinguishment of domestic slavery, vast and vital ends were accomplished, vindicating fundamental principles, giving security to the pursuits of individual happiness, and eradicating the most fruitful sources of conflict and disorder. But the bondage of the mind—that, too, was to be relieved: the shackles of ignorance, which clogged the understandings and degraded the sentiments of the mass of mankind, keeping them the passive victims of oppression, or the wretched dupes of prejudice, these also were to be broken asunder, or to be dissolved under the irradiating influence of instruction. Our forefathers had voluntarily quitted communities whose inexorable systems perpetuated with the few a monopoly of all the means and all the opportunities of intellectual advancement: they appreciated the immense power conferred by education, and they resolved that it should be equally attainable by all. In the consciousness that no good social structure could endure unless maintained by a succession of intelligent and upright citizens, our founder himself, in his “preface to the frame of government,” inculcated and exacted the erection of public schools. Without such an expedient, he foresaw the abortive end of all his exertions and hopes; his superstructure, however promising and attractive, soon undermined, and a degenerate race accelerating its ruin.

Intellect, progressive and energetic intellect, is the life-blood of freedom. The mind instinctively hungers after knowledge: give it the aliment, and it collects strength, elasticity, and force; keep the food away, and withering in debility, it shrinks back upon itself incapable of effort, insensible to wrong, and indifferent to virtue. Mutual assistance in its cultivation is the primary duty of civilized men; which being neglected, a relapse into barbarism cannot long be postponed, or what is worse, a hurried and headlong fall into the gloom and the bitterness and the baseness of despotism. William Penn sought to make his sanctuary for human liberty and happiness perennial and indestructible: he sought to fix within it a self-motive and renovating power: and he carved upon its corner-stones, and he wrote upon its walls, and he instilled into its inhabitants the necessity of education. Nor did he do so in vain. His exhortation was prolonged as a living sound through each following generation, and has never been unheeded. From the act incorporating “*the overseers of the schools*” in 1697, through both our republican constitutions, down to the establishment of this college in 1826, and to the present hour, almost every year has been signalized by legislation directly or indirectly fostering and promoting this great purpose. The public lands, the public purse, the public enthusiasm, and even the public errors on other subjects have been made its tributaries. It never has been, it never should be forgotten. Not less than two hundred and forty-five statutes, an immense but no unmerited proportion of our entire body of laws, have been exclusively devoted to it. Superadded to innumerable minor schools prescribed in grants of corporate privileges for charitable, religious, or other objects,—and apart from the recent attempt to carry out the injunction of the organic charter by lighting the lamp of tuition at the door of every citizen—we have established two universities, nine colleges, and fifty-eight academies. I touch on this ample illustration of her unchanged conviction and unrelaxed zeal, only to exhibit the position of Pennsylvania as to this pre-eminent interest.—Her honor lies in its perfection: her salvation rests on its perpetuity. Much as she has accomplished, all is

not yet attained: but enough already appears to justify the proud belief that her people, tranquil and untentative, are still as a body unsurpassed in the attributes and means to push free principles and free institutions to their widest, loftiest, and best results.

However hastily obliged to weave this chaplet, I cannot wholly omit some of the brightest and most fragrant of its ornaments. Not, indeed such as glow amid the laurel wreaths of martial nations: not such as befit the victorious garlands of Macedon or Rome: nor such as bloom along the ruthless ranging of the lion or the leopard. But flowers whose fadeless verdure triumphs over time, and whose perfume spreading throughout all space, rises as a grateful incense to the skies. Where, let me ask, where is the recognized and favourite abode of benevolence? On what spot of this torn and turbulent earth has the spirit of divine charity fixed her home? Amid what people are to be found the noblest demonstrations of an enlarged, unceasing, and pious philanthropy? Turn to the annals of Pennsylvania, and there read the answer: let her unobtrusive but indefatigable “*Society of Friends*,” from Penn to Benezet, and from Benezet to Vaux, be followed through their countless achievements of beneficence: let the pervading and unvarying impulse of her entire population, as attested by its representative assembly, be traced: and let the eye glance rapidly over her numerous temples dedicated to the “*holy experiment*” of alleviating the miseries of humanity, protecting its weakness, solacing its decline, ministering to its wants, healing its infirmities, surmounting its incurable deprivations, or securing even to its vices the priceless hope that springs from penitence!

The world has been so long deluded by the glaring and dramatic qualities of men: their boldness in battle, their cunning in council, and their eloquence in debate; and the pages of history have so exclusively nourished a taste for daring or dextrous exploit: that the gentle works of systematic, disinterested, and devoted goodness fail to attract the admiration to which they are certainly and pre-eminently entitled. Nations, ever rivals for renown, are rarely competitors in the spheres and operations of benevolence. Our ancestry started with purer aims: and spreading forth the chart of practical virtue, resolved steadily to steer through all its passages. They pursued no phantom of decoying glory, and sought no bullying trophy of greatness: they looked not for compensation, though there was something within their bosoms constantly impelling, and as constantly repaying their labors: and they felt no desire for fame, though they have gradually reared its imperishable monument!

From the multiplied departments of this admirable action, let me select but one on which to concentrate your notice: it exemplifies them all: and is universally conceded to be, in its progress and perfection eminent—our own.

The corrupt and unchecked passions and propensities of human nature force upon every community in despite of the wisest rules and precautions, a class of criminals whom society, actuated by the resistless motive of self-preservation, must deprive of liberty and must subject to punishment more or less exemplary.

The treatment of fellow beings thus situated: of convicts, who have forfeited rights which they abused and privileges which they perverted: the manner of their seclusion and penalty, reconciling the social purpose with the inextinguishable claims of a common humanity: this is the problem which, having painfully and fruitlessly perplexed sages and statesmen of every age and every land, has been solved by the mild spirit, unshaken constancy, and unremitted care of Pennsylvania. I will not indulge in details however striking in character: the occasion forbids my doing so: but let us remember that by the principles, organization, and discipline of our penitentiaries we have nearly superceded a necessity, in any case, for the summary process of taking life: that our legal vengeance is tempered by the design and the

practicability of moral reform: and that in the silence and solitude of protracted imprisonment, "the world forgetting by the world forgot" the suffering victims of their own vices are, in mind, and feeling, and habit, slowly but surely regenerated. And how was this? By what lights of collegiate philosophy, by what aids of power, with what incentives of ambition, and with what allurements of reward, was this scheme of beneficence projected and perseveringly accomplished? By none of these; they had, in fact, long proved inadequate, if not injurious. Europe, with all her learning and all her honours, and all her wealth, recoiled from even the limited progress of her own Howard. Her numberless prisons continued the shelters of unseemly and infamous brutality, the theatres of riotous profligacy, the charnel-houses of every moral and religious sentiment or hope—scarcely, if at all, preferable to a hasty and indiscriminating appeal to the guillotine or sword. If you wish to comprehend and truly appreciate whence we derive this inestimable feature of our policy, follow a meek disciple of christianity—one of those who have unconsciously embalmed their memories in the gratitude of posterity—follow him into the receptacle of the outlawed and denounced: see him enter amid jeers of scorn, imprecations of profanity, and threats of desperation: mark how, from month to month, and year after year, his time, his compassion, his fortitude, and his health are expended in voluntarily associating with the vilest and the worst: how he notes their peculiarities, their modes of thought, the effect of their fellowship, and the real tendency of their various inflictions: accompany him to the gloomy dungeon of the homicide, and observe how steadily he communes with the agonies of remorse, the fitful relapses of rage, or the hardened inveteracy of malice: how he measures the moral effects of physical causes, and how, in fine he scans, and explores, and treasures up in recollection, every avenue by which to invade the temper, the conscience, or the soul of the convict! Go with him, then, to his confidential friends, and hear the disclosures of his long continued and still unwearied experience, with what humility he invites them to share his toils, and how diffidently he hopes as the consequence of their united vigils and labours that some relief may be furnished to the undeserving and some good be done even to the wicked. And behold here, and in his course, the model and the practice, the simple origin and the pious progress of the purest and most perfect institution of modern philanthropy!

Having glanced at some of the services by which our Society of Friends elevated and enriched Pennsylvania, I may be excused for adverting to a well known authenticated incident of the revolutionary contest, showing how, consistently with their peculiar opinions, they proved themselves efficient champions of the nation. That we contributed our quota of wisdom and valor towards independence is readily felt, as the names of Franklin, Dickinson, M'Kean, Mifflin, and Rush, are recalled: but it was perhaps singularly characteristic that another of our citizens, without whose fertility of genius, unbounded credit, and untiring exertions, the movements of our armies must have been palsied, if not fatally defeated, often and at times of fiercest trial derived from the sympathy and confidence of the non-combatant class of our people, the essential resources and sinews of war. It was in the winter of 1776, while Washington and Liberty lingered in solicitous suspense on the neighboring site of New Hope, while a total destitution of means threatened to verify the gloomiest foreboding, and when even the unrivalled vigor and felicity of finance which coped with every crisis, yielded to exhaustion and despondency: that *Robert Morris*, slowly and sorrowfully retiring from scenes of disappointed effort into solitude, encountered, as if by accident, a now unknown and unnamed "*friend*." With the impetuous energy of despair, he depicted the emergency and the wants of his country, and implored relief

for the endangered cause of America. "THOU SHALT HAVE IT!" was the prompt, laconic, and resolute reply: and it forthwith came, to reanimate the drooping forces of our immortal chief, and to impel them onward, through the snows and ice and tempest of the dreariest season, to battle with hireling Hessians, and to achieve the victory of Trenton! Strange but admirable union of private sentiment and social duty: harmonizing the utmost humility of pretension with the loftiest aims of patriotism, and signally illustrating, at the most eventful period, both the morals and the politics of our founder!

Equally with the topics I have already discussed, the actual condition and the obviously awaiting futurity of this state are fitted to confirm a just pride and an ardent attachment. Let me, though cursorily, present them to your consideration.

On an area of forty-seven thousand square miles and more than thirty millions of acres—with a soil at once generous and hardy, a climate equable and salubrious, and expansive streams penetrating into every section—our population is naturally and essentially agricultural. Their luxuriant valleys, rich meadows, teeming fields, and laden orchards, dressed by the hand of industry, and echoing with the sounds of life, attest an abundance that cannot be measured, and a happiness that has long been undisturbed. Time which elsewhere drained and desolated with moral and physical convulsions, has tranquilly stored the farms of Pennsylvania with the best materials of power and prosperity. It is there, that labor, spontaneous, free, and productive labor, cheers the heart, invigorates the frame, and exalts the virtues of men. It is there, amid a smiling plenty, unvexed by the crosses of commercial hazard, that the delights and consolations of domestic endearment fix their deepest roots: And it is there, according to all experience and all just reasoning, that the high and habitual sense of personal independence becomes the firmest foundation for those bold and disinterested qualities which are the only safeguards of republican institutions. Although the Commonwealth embrace within her limits, at least two of the most flourishing of American cities, in whose science, trade, arts, manufactures, and wealth, she exults, and numerous towns and boroughs hourly augmenting in resources and importance, yet must her farmers with their skill, their toil, their overflowing granaries, their steady habits, and their fearless spirits, constitute for many years, if not forever, her primary interest and her especial bulwark. Such a basis cannot but impart confidence and hope to any community. It is, to the social barque, a well adjusted and ponderous ballast: keeping her poised amid every agitation, and enabling her to move directly onward to her destination.

A recent trial, fresh in the memories of those who note the incidents of great wars, established the title of this class of our people to controlling weight and to entire confidence. Who, indeed, can forget their prompt sacrifices and patriotic energy in the war of 1812? How, far in advance of the general government, they almost insisted upon contributing, without delay and without stint, men and means to vindicate the national fame, and maintain the national rights? How, profuse with the hoards of their industry and heedless of their accustomed repose, they demanded taxation and tendered enlistment? How, with ardent acclamation and invariable suffrage, they stimulated and extolled the prowess of their Bainbridge, their Decatur, their Porter, and their Biddle? Nor turned a single glance, nor breathed a single longing wish, towards their rural happiness and pursuits, until victorious, glowing and ample and substantial as their own harvests, closed a successful struggle with an honorable peace. It is in the indestructible and inestimable value of a vast mass of constituency like this that Pennsylvania glories: here are the fountains of her moral and po-

litical power: these are the jewels by which, in the circle of her sister states, she is alike distinguished and adorned!

In close alliance with those for whom they are chiefly designed, our immense works of artificial improvement may appropriately be mentioned. The civilizing effects of a safe and expeditious intercourse—the aggregate comfort, co-operation, and affluence to which it inevitably leads—dictated that allowance in the proprietary conveyances of our land which dedicated to general convenience, originally ten, and subsequently six acres, with each hundred. Every owner of the soil was thus, by the muniments of his estate, apprised of a wisely adopted policy and pledged to aid its execution. The first turnpike ever constructed on the western continent was constructed here: and the most adventurous or firm set bridges spanned or withstood our floods. For a long succession of years, broad and paved highways were extended in every direction designated by the wants of settlement, or the eagerness of enterprise: threading intervening forests, skirting or climbing mountains, and crossing unchecked the chafed torrent or the wide river. These, for their time, and in the comparative infancy of the subsidiary arts, were undertakings of great magnitude and expense. They rapidly, however, repaid a hundred fold, and gradually gave to Pennsylvania a commodious arrangement and a facility of transportation which encouraged the solid though scattered pursuits of husbandry, diffused capital, and drew into active usefulness its remotest parts. Within a short period the maturity of mechanical science has driven us onward in this career with redoubled speed.

By chaining the Ohio and the prolific regions of western growth, fast to the Susquehanna and the Delaware; by penetrating through every obstacle to the recesses of our boundless mineral wealth; and by leveling every impediment before the rolling car of agricultural abundance; our canals, with their adjuncts of locks, basins, aqueducts, and tunnels, and our rail-roads with their accessories of inclined plains, locomotive engines, portages and stations—whether the creations of public policy or private speculation—have outstripped all rivalry, and secured to our cherished home the utmost solidity, duration, and variety of resource. These magnificent embellishments, in extent already unitedly more than eleven hundred miles, and by their utility swelling in vast disproportion the value of the domain they adorn, when regarded in connection with the body of citizens whom I have just described, and as instruments, avenues, and outlets for their incessant interchanges and their unlimited products, give to the future prospects of our Commonwealth a certainty and grandeur worthy of her history.

The destinies of states may sometimes be accurately foretold: the mysterious events of their coming, time taking form and hue measurably from their past. In the yet onward progress of this community, her virtuous impulses unabated, and her strength and intelligence advancing with sure footing and unflinching fleetness, what may she not rationally hope to attain and achieve in after ages? In less than a century from this date, her population, augmenting even with diminished rate, will exceed fifteen millions—the last ascertained number of England, to whom she bears, indeed, a strict resemblance in the quantity of her soil, the nature of her products, and the character of her climate. At that epoch, science, literature, and art, in whose records must still and forever shine the names of our Franklin and Rittenhouse, of our Brown and Dennie, of our West and Sully, and of our great original projectors, Fitch, Evans, and Fulton, will have found votaries without number, and altars every where: and then, her eastern and her western metropolis, with a limitless range of navigation, oceanic and inland—her northern, central, and southern cities, rich marts of manufactures and agricultural supplies—her rural dis-

tricts studded with thriving and joyous villages—and her copious rivers, with their bustling banks and their crowded channels—will present an aspect of combined happiness, power and beauty, which, under the brightening influence of wholesome morals, just laws, and universal freedom, will be unsurpassed in the realities of social existence!

Let us, in remembrance of the day, superadd to these elating and incentive reflections, that Pennsylvania is an integral and distinguished part of a national union, whose constitution, liberty, fame, and might, are alike a glory and a guaranty: giving to the present the utmost exultation and to the future the utmost security.

Cherishing so invaluable a political relation, in many respects distinct from our social attitude, we may claim to celebrate this great anniversary with peculiar ardor. The Fourth of July was consecrated in our capital: the Declaration of Independence, matured by illustrious patriots and sages, was first greeted by shouts of acclamation from an assemblage of Pennsylvanians: and, as the crowning trait of her excellence, let us never forget, that in trials of protracted war, or of distracting peace, our Commonwealth, with still “unbroken faith,” has steadily redeemed her high and solemn pledge of “*life, fortune, and sacred honor*,” in the attainment of its aims, and in the maintenance of its principles!

NOTE.

A LETTER FROM MR. JEFFERSON.

Thomas Jefferson returns his thanks to the Board of Directors of the Society for the commemoration of the landing of William Penn on the American shore. He learns with sincere pleasure that a day will at length be annually set apart for rendering the honors so justly due to the greatest lawgiver the world has produced; the first in either ancient or modern times who has laid the foundations of government in the pure and unadulterated principles of peace, of reason, and of right; and in parallelism with whose institutions to name the dreams of a Minos, or Solon, or the military and monkish establishments of a Lycurgus, is truly an abandonment of all regard to the only object of government, the happiness of man.

Monticello, Nov. 16th, 1825.

TOWANDA, July 11.

FLOUR.—The Steam boat *Susquehanna* which passed down on Tuesday of last week, returned on the succeeding Thursday, with part of a cargo of flour. She touched at this place, and after taking in a supply of wood took her departure for Owego, at which place we understand she arrived the next morning. Our curiosity was not a little excited to witness the novelty of a cargo of flour passing from our own state to the state of New York, as we have long been accustomed to a state of things the very reverse.

THE REGISTER.

PHILADELPHIA, JULY 18, 1835.

We are again compelled to offer the same apology this week that we did last, for the appearance of the Register out of the regular season.

The Index appears with this number.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 4.

PHILADELPHIA, JULY 25, 1835.

No. 394.

From the Journal of the Franklin Institute.

LAW CASE.

Decision in the District Court of the United States, for the Eastern District of Pennsylvania, in a case for repeal of Letters Patent.

JESSE DELANO, JR. vs. JOHN SCOTT.

May term, } Scire Facias; to re-
1834. } peal letters patent.

This was an action of general interest, and one of some novelty in our courts; it was a proceeding by scire facias, under the tenth section of the patent law 1793, brought to repeal the letters patent of John Scott, the defendant, bearing date the 12th day of November, 1830, which were for certain alleged improvements in fire proof chests, called the improved fire proof chests. The plaintiff alleged that the patent was taken out by the said John Scott surreptitiously, and upon false suggestions, and contained no improvement which had not been long known and used by Mr. Delano, and others. The cause came on for trial before his honour, Judge Hopkinson, and a special jury, on Wednesday, the 27th of May, and occupied the court, with the exception of one day till the 3d inst.

It was proved, on the part of the plaintiff, that Jesse Delano, as early as the year 1828; had made and sold fire proof iron chests embracing all the material principles and improvements enumerated in the patent of the said Scott. And it also appeared from letters patent, taken out by Jesse Delano, the 7th of March, 1826, for certain improvements, made by said Delano, in fire proof wrought iron chests, and in the locks and fixtures thereof, that said Scott had incorporated into his patent the main principles and features of said Delano's patent.

It also appeared in evidence, that, in 1827, Scott went to work as a blacksmith in the factory of Mr. Delano, and continued with him about two years, and was employed by him, during that time, in making most of the iron work, and many of the very articles, for the chests then manufactured by Mr. Delano, under his patent, which the defendant patented after leaving his employment.

Scott left Mr. Delano in the fall of 1829, as he said to go on to a farm in Ohio, but went to Montreal, and attempted the manufacture of fire proof chests there. He returned to New York in June, 1830, visited the factory of Mr. Delano, and proposed to a witness who had worked with him at Mr. Delano's that they should procure one of his chests, take it apart, and use it for a pattern. Shortly after this, Mr. Scott came to Philadelphia, and commenced manufacturing fire proof chests, and in October of the same year, assured a gentleman who called upon him, that his (Scott's) chests were made in the same manner, precisely as Mr. Delano's; that he had worked for Mr. Delano for about two years; had learnt the business while with him; that the materials he used were the same, as those used by Mr. Delano to make his chests fire proof, &c.

On the part of the defendant, Mr. Scott, it was at first attempted to be shown, that the improvements enumerated in his patent were his own, and not the same with those enumerated in Mr. Delano's patent. But after the evidence was gone through, this ground seemed to be pretty much abandoned, and the counsel

rested their defence mainly upon the alleged ignorance of Mr. Scott that he had included in his patent, improvements well known and long used, by Mr. Delano, and which were enumerated in his patent of 1826.

The cause was delivered to the Jury by Judge Hopkinson, in a lucid and able charge, in which after stating the principles of the patent law in general, and the different objects intended to be accomplished by the sixth and tenth sections; he explained particularly the nature and effect of the proceedings by scire facias, and entered into an examination of the patent of said Scott, and, the testimony offered in the cause; he said the jury were first to inquire if Scott was the true inventor, or discoverer, of all he had embraced in his patent; if they believed that he was, there was an end of the case, and their verdict must be for him; but if he had embraced in his patent and claimed as his, that which had been previously patented, (of which he intimated there was little doubt,) or if he had embraced in his patent, and claimed as his, that which was original, together with that which was well known, then the patent must be declared void, if this were a proceeding under the sixth section of the act of Congress, and a suit brought by Scott for an alleged violation of his patent; but that this was a different proceeding, and he should instruct them agreeably to the law, as stated in his opinion, on granting the scire facias, though he considered the point open for future discussion. He accordingly told them that the plaintiff in this case must go one step further, and not only satisfy the jury that the defendant had embraced in his patent, and claimed as his, that which was not new, and had been in use before, or which had been previously patented, but that they must be satisfied that the defendant had done this *knowingly* and *intentionally*; if they believed he had done it through ignorance and mistake, their verdict must be in his favour. The learned judge then applied the evidence to this branch of the case, and commenced on the testimony that had been relied upon as tending to prove that the defendant knew he was including improvements embraced in Mr. Delano's patent of 1826, and said that if the jury should be of opinion that the defendant had claimed in all, or either of the specifications of his patent, that which he knew was not his invention, but the invention of some other person, and which he knew had been known and used by others before and had intentionally included it in his patent, then they must find for the plaintiff, and Scott's patent must be declared void.

The jury: after retiring to their room, returned a verdict for the plaintiff, thereby declaring the patent of said Scott void.

Perkins for plaintiff; Earl and Dallas for defendant.

THE CANAL, MANUFACTURES AND AGRICULTURE.

In the Lancaster Intelligencer of the 23d, we observe a communication from the Collector at Columbia, giving an account of the tolls received at his office, and of the articles carried eastward on the rail road, and westward on the canal. In looking over the list of articles carried *westward*, we were struck with the following:

"223 TONS IRON OBE."

This, too, is the amount for but *one week*; and the ore

thus transported would have remained in the bowels of the earth, undisturbed and unproductive but for our public improvements. The iron ore is carried from the mine, which is inexhaustible, three miles in wagons to Columbia, whence it is transported by the canal to Gamber's Furnace, near Middletown, Sims & Stockton's at the mouth of Clark's creek, and Wright and Co's, seven miles up the same creek, and to Creigh's on the Juniata, 22 miles above Harrisburg. Owing to the richness of the ore, and the cheapness of canal carriage, the expense of mining and delivering it on the bank of the canal, *fifty miles* from the mine, is said to be less than the expense of mining and hauling a distance of only two or three miles, the poorer ores from which iron works are usually supplied.—The canal enables the manufacturer of iron to carry the ore to the coal, and the pig metal produced by it to market, at less cost than the iron master at one of the old Furnaces, who has his mine, even if it is a rich one, within two or three miles of his work, but is obliged to haul his coal from five to ten miles, can produce his pig metal. This is asserted as a fact, by those conversant with the iron business; but whether it is precisely so or not, certain it is that Furnaces are springing up along the canal; affording employment to hundreds of laborers; these laborers again consuming the productions of the farmer and mechanic, which, with the value of the iron produced, adds so much to the general wealth. And we are informed, that when the Marietta rail road shall be constructed, the iron ore can be furnished to manufacturers at a much reduced price.

The canal in this manner gives value to the mine, employment to the laborer, and increased demand for the produce of the farmer, and at the same time reduces the price of the iron consumed by him: the iron smelted at any of these Furnaces is, in fact, created by the canal. So much for *manufactures*.

But this is not the only new creation by the Canal. There is no limestone between Harrisburg and the Mahantango, the creek dividing Dauphin and Northumberland, a distance of upwards of thirty miles. A number of thickly settled valleys intervene between these points with land considerably exhausted, and without any means of restoring its fertility except by the use of lime. Here again, as with the manufacture of iron, it is found to be cheaper to haul the limestone to the wood, than the wood to the limestone; and where it would be ruinously expensive to the farmer to haul his wood in a wagon to the quarry, or even to haul the limestone in his wagon to the wood, the limestone can be carried a distance of twenty or thirty miles on the canal, and delivered on the bank, to the farmer, at a price that he can afford to pay. A number of laborers are constantly employed in getting out stone at the quarry of our old anti-canal friend, Bombaugh, four miles below Harrisburg, and boats are employed in conveying the limestone to Corbett's lime kiln, in Fishing creek valley, to the town of Dauphin for the lime kilns of P. Hocker and Wm. Clark (our *anti-canal* member of Congress in Clark's valley, two miles distant from Dauphin, and to the lime kiln of John Funk (our late *anti-canal* member of assembly) at the head of Duncan's Island Dam, in Powell's valley, a distance of about twenty miles from the quarry. Thus the limestone fertilizes the pocket of the owner of the quarry, it fertilizes the farms of the owners of the lime kilns, and it gives employment to laborers, who consume the produce of the farmer,—advancing the interests of agriculture, and adding to the general wealth.

The transportation of iron ore and limestone did not enter into the estimate of facilities and advantages that would follow the construction of the Canal. They are mere *incidents*, but are about to produce very important consequences. It may produce a revolution in the iron manufacture, but will certainly produce one in agriculture, by fertilizing thin and exhausted soils, which could by no other known agency be fertilized.

Harrisburg Chronicle.

REPORT OF THE FINANCES OF THE COMMONWEALTH OF PENNSYLVANIA, FOR THE YEAR 1834.

Made to the Legislature, by the Auditor General.
(Concluded from page 27.)

APPENDIX.

BANK AND OTHER STOCK, THE PROPERTY OF THE COMMONWEALTH, OCTOBER, 1834.

Bank Stock.

2,500 shares in the Bank of Pennsylvania, subscribed by the State on its incorporation, at \$400 per share	1,000,000 00	
1,250 shares, subscribed in pursuance of an act passed in February, 1810, extending the charter	500,000 00	1,500,000 00
5,233 shares in the Philadelphia Bank, at \$100 per share	523,300 00	
1,708 shares in the Farmers' and Mechanics' Bank, at \$50 per share	85,400 00	
		<u>\$2,108,700 00</u>

Turnpike Stock.

Harrisburg, Carlisle and Chambersburg	106,202 53
Chambersburg and Bedford	216,056 72
Bedford and Stoystown	107,692 84
Stoystown and Greensburg	128,217 35
Greensburg and Pittsburg	89,000 00
Huntingdon, Cambria and Indiana	171,850 00
Erie and Waterford	5,000 00
Perkiomen and Reading	53,000 00
Gap and Newport	20,000 00
Waynesburg, Greencastle and Mercersburg	15,000 00
Morgantown, Churchtown and Blue Ball	9,000 00
Little Conestoga	10,000 00
Berks and Dauphin	29,000 00
Lancaster and Middletown	10,000 00
Easton and Wilkesbarre	12,500 00
Susquehanna and Lehigh	10,000 00
Milford and Owego	31,000 00
Downingtown, Ephrata and Harrisburg	60,000 00
Centre and Kishacoquillas	20,000 00
Centre	80,000 00
Susquehanna and York borough	5,000 00
York and Gettysburg	40,000 00
New Holland	10,000 00
Springhouse, Northampton and Bethlehem	25,000 00
Cayuga and Susquehanna	6,000 00
Susquehanna and Waterford	140,000 00
Susquehanna and Tioga	30,400 00
Bridgewater and Wilkesbarre	25,000 00
Pittsburg and New Alexandria	48,360 00
New Alexandria and Conemaugh	16,100 00
Bellmont and Easton	17,500 00
Phillipsburg and Susquehanna	17,500 00
Pittsburg and Butler	19,666 67

Butler and Mercer	19,666 67
Mercer and Meadville	19,666 67
Anderson's ferry, Waterford and New Haven	10,000 00
Pittsburg and Steubenville	12,000 00
Ridge Road	25,000 00
Bethany and Dingman's Choice	8,000 00
Robbstown and Mount Pleasant	15,000 00
Mount Pleasant and Somerset	33,036 50
Somerset and Bedford	34,606 84
Hanover and Carlisle	10,000 00
Millerstown and Lewistown	35,865 62
Bellefonte and Phillipsburg	20,000 00
Philadelphia, Brandywine and New London	2,500 00
Belmont and Oghquaga	5,000 00
Harrisburg and Millerstown	40,000 00
Philadelphia and Great Bend	12,000 00
Lewistown and Huntingdon	46,534 38
Armstrong and Indiana	9,000 00
Clifford and Wilkesbarre	6,510 00
Indiana and Ebensburg	12,000 00
Washington and Williamsport	16,455 66
Washington and Pittsburg	22,731 08
Lycoming and Potter	18,043 41
Middletown and Harrisburg	14,000 00
Bellefonte, Aaronsburg and Youngmanstown	29,000 00
Butler and Kittanning	5,000 00
Milesburg and Smethport	17,626 55
Derrstown and Youngmanstown	5,092 50
Mount Pleasant and Pittsburg	6,000 00
York Haven and Harrisburg bridge	18,000 00
Abington and Waterford	1,222 50
	<u>2,113,604 49</u>

Bridge Stock.

Columbia Bridge	90,000 00
Harrisburg	90,000 00
Northumberland	50,000 00
Monongahela	50,000 00
Allegheny	40,000 00
Wilkesbarre	28,000 00
Lewisburg	20,000 00
Big Beaver	15,000 00
Danville	10,000 00
Nescopeck	8,000 00
French creek Bridge at Franklin	7,000 00
Norristown	6,000 00
Conemaugh	5,000 00
Schuylkill Bridge at Pottstown	3,000 00
Loyalhanna	2,500 00
Milton	2,300 00
Catawissa	5,000 00
Robbstown	8,550 00
	<u>440,350 00</u>

Canal Stock.

Union Canal	250,000 00
Chesapeake and Delaware canal, subscribed by the Philadelphia Bank, and to be transferred to the state, at the expiration of fifteen years from the	

date of subscription, per act of 28th March, 1823	100,000 00
Schuylkill Navigation	50,000 00
Codorus Navigation	10,000 00
	<u>410,000 00</u>

Recapitulation.

Bank Stock	2,108,700 00
Turnpike Stock	2,113,604 49
Bridge Stock	440,350 00
Canal Stock	410,000 00
	<u>5,072,654 49</u>

Appropriations and balances of appropriations, &c. unpaid 1st November, 1834.

Turnpikes.

Lycoming and Potter	1,956 59
York and Gettysburg	6 09
Downingtown, Ephrata and Harrisburg	69 63
Huntingdon, Cambria and Indiana	25 95
Philadelphia, Brandywine and New London	12,500 00
Washington and Pittsburg	33 67
Chambersburg and Bedford	118 22
Harrisburg and Millerstown	300 50
Little Conestoga	22 04
Derrstown and Northumberland	4,607 50
Milesburg and Smethport	2,373 45
Gettysburg and Hagerstown	20,000 00
Abington and Waterford	3,777 50
Warren and Ridgway	5,000 00
	<u>50,791 14</u>

Bridges.

Juniata	1,000 00
Columbia	50,000 00
Bridge over Ten Mile Creek	1,000 00
Monongahela, at Williamsport	15,000 00
Towanda	10,000 00
	<u>77,000 00</u>

Rivers.

Susquehanna and branches, per act of 26th March, 1821	2,000 00
Do. from Columbia to tide, per act of 31st March, 1823	4,012 ¹ / ₂ 52
Do. from Columbia to Northumberland, per act of 25th March, 1825	8,078 00
	<u>14,090 52</u>

Miscellaneous.

Jefferson college	2,000 00
Washington college	3,500 00
Deaf and Dumb Institution	32,000 00
House of Refuge	5,000 00
Commissioners of Erie county, for re-building public buildings, per act of 15th March, 1824	2,500 00
Penitentiary near Pittsburg	114 98
Eastern Penitentiary	10,000 00
For repairing and painting the public buildings at Harrisburg, per resolution of 4th April, 1833	913 73

Pennsylvania Institution for instructing the blind, per act of 27th January, 1834	63,333 34	
Pennsylvania College	12,000 00	
La Fayette College	8,000 00	
Wardens of the port of Philadelphia	2,500 00	
	<u>141,862 07</u>	
	<u>283,743 73</u>	

Due on Loans.

Stock loan, per act of 2d April, 1821, re-imbursable 1st June, 1841	930,000 00	
Stock loan, per act of 30th March, 1824, \$220,000 re-imbursable on the 1st Jan. 1839, and \$380,000 on the 1st May, 1839	600,000 00	
Stock loan, per act of 11th April, 1825, re-imbursable 1st January, 1840	150,000 00	
	<u>1,680,000 00</u>	
Bank of Montgomery county, at an interest of $4\frac{3}{4}$ per cent. re-imbursable 1st May, 1835	60,000 00	
Farmers' Bank of Lancaster, at an interest of $4\frac{1}{2}$ per cent. re-imbursable 1st May, 1837,	25,000 00	
Easton Bank, at an interest of 5 per cent. reimbursable in May 1837, reserving the right of the state to reimburse the same at any time within that period	25,000 00	
Harrisburg Bank, at an interest of five per cent. re-imbursable in May, 1837, reserving the right of the state to reimburse the same at any time within that period	50,000 00	
	<u>160,000 00</u>	
Stock law pertaining to the Pennsylvania canal, per act of 1st April, 1826, reimbursable 1st December, 1846	300,000 00	
Ditto, per act of 9th April, 1827, reimbursable 1st December, 1850	1,000,000 00	
Ditto, per act of 24th March, 1828, reimbursable 1st December, 1853	2,000,000 00	
Ditto, per act of 18th December, 1828, reimbursable 1st January, 1854	800,000 00	
Ditto, per act of 22d April, 1829, reimbursable 1st December, 1854	2,200,000 00	
State loan, per act of 7th December, 1829, continued per act of 4th January, 1831	202,500 00	
Stock loan per act 13th March, 1830, reimbursable 4th March, 1858	4,000,000 00	
Ditto, per act of 21st March, 1831, reimbursable 1st July, 1856	2,483,161 88	

Ditto, per act of 30th March, 1831, reimbursable 1st July, 1856	300,000 00	
Ditto, per act of 30th March, 1832, reimbursable 1st July, 1860	2,348,680 00	
Ditto, per act of 5th April, 1832, reimbursable 1st July, 1860	300,000 00	
Ditto, per act of 16th Feb. 1833, reimbursable 1st July, 1858	2,540,661 44	
Ditto, per act of 27th March, 1833, reimbursable 1st July, 1858	530,000 00	
Amount received of loan, per act of 5th April, 1834, reimbursable 1st July, 1862	2,000,000 00	
	<u>21,005,003 32</u>	
Loan to the Eastern Penitentiary, per acts of 28th March, 1831, and 9th April, 1833	120,000 00	
Loan to the Union Canal Company, per acts of 1st March, 1833, and 16th December, 1833	200,000 00	
	<u>330,000 00</u>	
	<u>23,165,003 32</u>	

Recapitulation of Debts due by the Commonwealth.

Turnpikes	50,791 14
Bridges	77,000 00
Rivers	14,090 52
Miscellaneous	141,862 07
Due on Loans	23,165,003 32
	<u>23,448,747 05</u>

From the Pittsburg Advocate.

OUR EXPORTS TO THE EAST.

One important item was omitted in my late remarks upon "Pittsburg and its business;" I refer to the vast amount of Western Produce, shipped annually to the Eastern cities, by wagons and the Pennsylvania Canal, and which, including Pittsburg manufactures, will it is believed, amount this year to ten millions of dollars, with every succeeding year a large increase, owing to the development of our immense resources and capabilities of production, and the increasing profitable demand, and the facilities of cheap transportation to the best market.

At present, the items of Western Produce and Pittsburg Manufactures, which are sent East by wagons and the Pennsylvania Canal, are Flour, Bacon, Pork, Lard, Tobacco, Wool, Flax, Clover, and Timothy Seed, Furs, Skins and Peltry, Feathers, Window Glass, Glassware, Steam Engines, Iron Work, &c. &c. In addition to the large amount of produce, &c. sent by return wagons to Philadelphia and Baltimore, in February, March, and April last, the writer is indebted to the kindness of that able and efficient officer, the Collector of Tolls in Alleghenytown, for the following returns, since the canal opened, being but a few days over three months:

"Sir—The amount of tonnage of the following articles of Western Produce, shipped by the canal, for the Eastern market, is as follows:

From the 20th of March last to the 1st July—
Of Flour, 22,785 bbls.
Bacon, 5,189,534 lbs.
Tobacco, 2,552,319 “
Lard, 284,716 “
Furs and Peltry, 201,145 “

I think it might be safely said, that there has been saved, by the canal, on the carriage of the Flour 50 cents per bbl., amounting to \$11,392 50
On Bacon there has been saved at 37½ cents per 100 pounds, amounting to 19,460 75

\$30,853 25

On all other articles in the same proportion.
Your friend, WM. M'CREEDY.

If the above is a very fair and moderate estimation of our exports east now, what will they amount to in a few more years or in time, if our canal and turnpikes can scarce do the business of the west now—what will

be done in case of war with foreign powers, or an interruption to our usual commerce and navigation on the high seas. The writer and most of our oldest citizens, must remember well, when the principal intercourse between N. Orleans and the far west, with all the eastern cities, was through Pittsburg, during the late war and embargo times—and when most or all of the sugar, molasses, saltpetre, lead, tobacco, &c. &c., used in Philadelphia, Baltimore, &c. was brought from New Orleans by the Ohio river, in keel boats, barges, &c. and then wagoned from Pittsburg. May not such times recur?

We have now presented the tonnage of only five items going east by the canal—the back load is yet abundant and perhaps not half of the wool and tobacco destined for the eastern markets have yet been forwarded. In about two months hence, we will recur to it and shew the tonnage of all the wool, &c. which will no doubt be greater than the most sanguine anticipations.

AN OLD MERCHANT.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.
By JAMES WRIGHT, Librarian.

MARCH, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.	
THERMOMETER.						BAROMETER.						
1	Sunday,	9	22	23	18	29.96	95	92	29.94	SW	Sun and clouds	
2	Monday,	6	30	33	23	92	92	92	92	SW	Clear day	
3	Tuesday,	14	21	24	20	30. 8	8	8	30. 8	N	Do do	
4	Wednesday,	10	24	27	20	10	12	12	11	W	Do do	
5	Thursday,	10	36	35	27	12	12	12	12	NW	Do do	
6	Friday,	16	37	42	32	2	2	29.93	29.99	S	Do do	
7	Saturday,	32	38	35	35	29.76	66	59	67	N	Snow, drizzling rain	
8	Sunday,	32	47	45	41	73	74	75	74	NW	Clear, cloudy	
9	Monday,	37	42	40	40	75	75	70	73	NE	Snow, drizzling rain	
10	Tuesday,	34	36	38	36	50	48	46	48	NW	Snow	
11	Wednesday,	36	45	44	42	75	80	81	79	N	Cloudy day	
12	Thursday,	32	48	49	43	93	88	75	85	S	Clear, cloudy	
13	Friday,	40	51	50	47	44	50	50	48	W	Clear, lightly cloudy	
14	Saturday,	38	51	54	48	74	70	67	70	S	Do do	
15	Sunday,	40	54	51	48	55	55	50	53	SW	Sun and clouds	
16	Monday,	45	58	61	55	36	35	32	34	SW	Lightly cloudy	
17	Tuesday,	44	45	42	44	42	56	57	52	W	Clear day	
18	Wednesday,	27	40	37	35	88	85	76	83	SE	Cloudy day, hail & sl't at ni.	
19	Thursday,	34	43	44	40	38	39	45	41	W	Sun and clouds	
20	Friday,	34	53	56	48	78	72	67	72	S	Clear day	
21	Saturday,	40	61	60	54	56	55	54	55	N	Hazy	
22	Sunday,	36	43	41	40	30.03	03	01	30.02	W	Rain—cloudy	
23	Monday,	25	34	34	31	29.47	54	65	29.55	NW	Cloudy day	
24	Tuesday,	32	45	51	43	93	93	90	92	SW	Clear day	
25	Wednesday,	36	54	58	49	30.10	12	12	30.11	SE	Clear, lightly cloudy	
26	Thursday,	36	51	62	50	01	29.90	90	29.94	S	Hazy, cloudy, rain at ev'ng	
27	Friday,	50	57	57	58	29.71	71	66	69	W	Lightly cloudy	
28	Saturday,	43	58	57	53	60	45	44	50	SW	Cloudy day	
29	Sunday,	43	51	49	48	44	43	44	44	NW	Do do	
30	Monday,	40	45	45	43	50	49	50	50	NW	Lightly cloudy	
31	Tuesday,	43	56	61	53	50	50	52	51	NW	Clear day	
Thermometer.						Barometer.						
Maximum on the 27th,						58°	Maximum on the 5th,					30.12 inches
Minimum on the 1st,						18	Minimum on the 16th,					29.34 "
Difference,						40	Difference,					00.78 "
Mean,						40	Mean,					29.73 "

THANKS FOR ATTENTION.

The Mayor and Presidents of our Councils having visited Philadelphia for the purpose of obtaining information in regard to the supplying of our city with water, were received with much hospitality and courtesie by the Corporate Authorities of Philadelphia. Committees were appointed by the respective Councils then in session, to wait upon our citizens and shew them the usual attentions. We have been obligingly favored with a copy of the following letter in acknowledgment of the attentions of the Philadelphians.—*Balt. Gaz.*

TREMONT HOUSE,
Philadelphia, July 11th, 1835. }

Gentlemen—We respectfully request that you will present to the Select and Common Councils, our warmest acknowledgments for the kind and hospitable reception with which you have been pleased to favor us.

Visiting your city for the purpose of obtaining such information as may tend to aid the Corporation of Baltimore in supplying the city with an abundance of force water and the construction of the necessary works, we were prepared from the established character of your city, to be received with kindness; but were not prepared for the very high and unexpected compliment with which your Select and Common Council were pleased to honor us, in the unanimous appointment of a joint committee to aid us in our investigation, and to extend to us the civilities of your city.

You will also, Gentlemen, please accept our sincere thanks for your unceasing efforts to render our stay in your city instructive and pleasing; through your polite and friendly attentions we have been enabled not only to obtain very valuable information in reference to the object of our mission, but we have also received much upon other subjects, which, we doubt not, will be useful to the Corporation we represent.

Gentlemen, with sentiments of great respect,

We remain yours, sincerely,

J. HUNT, Mayor of the City of Baltimore,
A. MILTENBERGER, Pres't 1st Branch C. C.
F. LUCAS, Jr., Pres't 2d Branch C. C.

Commissioners of Water.

To Messrs. Weigand, Price and M'Credy, of Select Council, and Messrs. Fraley, Chandler and Williams, of Common Council, Committee.

From the Commercial Herald.

A TRIP TO THE COUNTRY.

SHAMOKIN, P. O. July 9, 1835.

I have just returned from a short ride of six miles, to the termination of the graded part of the western section of the—allow me to call it, 'GIRARD RAIL ROAD,' being accompanied by the assistant engineer, Mr. Totten, to whose polite attentions I am indebted for much of the pleasure of the trip through the mountains. The road from this point, (which is on the Shamokin creek, 13 miles east of Sunbury,) passes up the creek, principally through an almost uninhabited country, the population is at least very sparse. Some three or four miles up, we came into the Shamokin coal region, to the mines from which the country below, as far as Sunbury, is supplied, and from which, when the road is completed, large quantities will be sent to the Susquehanna river for exportation. On arriving at Mr. Boyd's mines, near the termination of the graded part of the road, and amidst the solitary mountains, we were gratified to see a large two story dwelling house, a large store, barn and other out houses erected and nearly completed in a neat and handsome style.

But if our surprize was great at observing such buildings, in such a place, judge what it must have been when, on our return, we met five or six waggons loaded with furniture, women, children, cats, dogs, and chick-

ens, and accompanied by cows, calves, sheep, and pigs, wending their way up the rail road, to these very buildings; where the "Paterfamilias" (alias Daddy) informed us he was about to open a tavern! From whence his guests where to come, I could not for the life of me conceive, at least until the road should be completed to his place, and the mines on the premises should be worked. The next building erected, I suppose will be a blacksmith's shop, when the place will have all the attributes of a town in a new country, and will be entitled to a Post Office.

SUNBURY, July 11.

I have but a few moments to add, by way of postscript to this letter, that I left Shamokin yesterday afternoon, and came down the valley and along the rail road to this place, its termination, highly delighted with the appearance of the country, which, at many points, presents some most varied and beautiful views for the landscape painter.

Sunbury was, forty years ago, the principal town and resort of a large tract of country, including parts of Union, Lycoming, and Schuylkill Counties, the inhabitants of which came here to attend court and to trade. There were then many wealthy and respectable families residing here who formed, not in name only, but in fact, the "good society" of the place, and who often entertained as guests their friends from "the city." But it has wofully fallen off in point of business and bustle, and reminds one now very much of Goldsmith's deserted village. The site of the town is very beautiful; being selected and laid out as a town by William Penn, who did not want taste in these matters. The streets cross each other at right angles, and are of a sufficient width for cleanliness, beauty and health. The town is situated on the left bank of the Susquehanna, here nearly a mile wide, about a mile below the junction of the north and west branches; the site is a plain at the mouth of a fine valley, formed by the Shamokin creek, which empties into the river a little below the borough. The surrounding soil is very rich and productive; and is at this time rendered more beautiful by the waving fields of wheat, rye, corn, oats, &c. which appear to be most luxuriant.

Near the town, both above and below, are ranges of high hills, which afford fine look-out points; one of these hills, called Mount Pleasant, I ascended this morning as the sun was just rising from his nap in Phœbus' lap. The scene was enchanting;—at my feet, as it were, lay the borough in quiet repose, embowered in shade and foliage, and surrounded on three sides with rich fields, pastures and herbs. In front of the town was the river, which being here raised by the Shamokin dam, looked like an immense mirror, or a glassy lake, more than like a river. On the opposite side of the river, the land rose abruptly into a craggy mountain: looking further up the stream, I saw the two branches gradually approaching each other, till they met and mingled their waters. Over each of these were long bridges leading into and from the village of Northumberland, back of which and between the two branches, the country rose gradually from the plain, till it became almost mountainous, yet covered to the very tops with fields, pastures, flocks, and herds. Turning again to the left, and looking down the Susquehanna, a sort of vista was presented, bounded on each side with romantic hills, and finally appearing to end in the blue tops of mountains. Never have I beheld a more varied or beautiful landscape than was here presented. I feasted my eyes with the charms of the scenery, till the sun admonished me that I should lose my breakfast unless I descended again to the town.

I was informed that a painting of this landscape was made a few years ago by an Englishman, who took it with him to England. As soon as a few hundred more individuals think proper to patronize the Herald, I shall

most certainly procure a painting of this most beautiful scenery; at present I must limit my pictures to the size of my paper.

My postscript is very like the P. S. of a school girl's letter, the major part of it.

From the Pittsburgh Advocate.

IMPROVEMENT OF THE ALLEGHENY.

To the Citizens of Allegheny, Westmoreland, Butler, Armstrong, Venango and Warren Counties.

FELLOW CITIZENS,—You are all interested more or less in the improvement of the navigation of the Allegheny river. That such a noble river should have so long remained unimproved, is a matter of surprise to many and of regret to all. The different means heretofore suggested for that purpose, have been so imperfect in their plan, (being all calculated, if not totally to destroy, yet materially to impede the descending navigation through the natural channel of the river at a medium stage of the water) and so extravagant in the estimated expense, that the public mind has in a great degree become settled in the conviction that if any beneficial improvement be at all practicable it cannot be accomplished during the present generation.

In the report made by Edward F. Gay, Esq. to the board of canal commissioners of Pennsylvania, (see Hazard's Register of January, 1829, vol. 3, page 160) we are presented with the appalling sum of 2,100,534 16 as the expense of a canal for that portion of the river situated between the mouth of French creek and the Kiskiminetas river, a distance of only ninety-three and a quarter miles. And for a slack water navigation for steam boats carrying sixty tons burthen and capable of towing two keel boats of forty tons each, with a sum of \$873,343 and with the express declaration 'that the water will never rise sufficiently high to permit lumber to pass over the dam with safety.' In this estimate the dams themselves eighteen in number are estimated to cost \$346,036—and if the locks and navigation is to be made for the purpose of being navigated by canal boats and not by steam boats, we are presented with the moderate sum of \$839,250 for the expense of towing paths alone, including the expense of the necessary protection walls. Our surveys and estimates have been made by Judge Geddes and Major Kearny, none of which are now before me. In speaking from recollection, however, neither of them appear to remove the insurmountable obstacle presented by the estimated expense of the work. It is true Major Kearny proposes low dams with long aprons which he supposes will not injure the descending navigation, and which is admitted to be true in stages of high water, but which nevertheless, in a medium stage of water would totally obstruct the descending navigation.

Under these circumstances I have been induced to turn my attention from my own professional pursuits, and trespass a little in the free warren of engineers, canal commissioners and contractors, to inquire if, in point of fact, there are such difficulties to overcome in improving the navigation of this river as have been presented—on examination of the subject with all the information I possessed or could acquire, I cannot hesitate to say that no such insuperable difficulties exist. To discover the means by which such an object may be obtained at a small comparative expense with any heretofore suggested and point out the mode by which it may be accomplished, would at the present time be considered a *desideratum*, and when the plan is submitted I have not the least doubt but that it will be scouted and ridiculed by many pretended scientific and practical men, as visionary and altogether inefficient, and which the very same individuals before six months will say, it is so plain that 'any person might have seen it,' that it was but 'putting the egg on end,' in fact that it is as plain as A. B. C.

It may appear to be a bold assertion, but it is nevertheless true, and I will venture to predict that such will be the opinion of every intelligent and unprejudiced mind, that a perfect steam boat navigation can be made from Pittsburgh to Olean for a less sum than it cost to make the canal from Pittsburgh to Kiskiminitas. I would not wish a better fortune than such a contract.

What then is the plan proposed? In the first place I would suggest that if it has been found practicable to make a canal round the falls of the Ohio commencing with a lift lock in the pool below and passing along from thence with a canal and entering into the pool above; nay, if it is practicable to overcome nature in her vast admeasurements at the falls of Niagara by making a canal around the falls from the pool above to the pool below the falls, which is about being made, what difficulty can there be in making a canal around a ripple in the Allegheny river. But say our engineers we must have dams at these ripples, and Mr. Gay states 18 to be necessary between French creek and Kiskiminitas, at an estimated expense of \$346,036 or an average cost of nearly \$20,000 each, and Major Kearny's plan contains a much greater number and at an expense (not exactly recollected the report not being before me) perhaps not greatly different.

But why the necessity of an artificial dam when there is already a natural dam at every ripple? There might and in many cases would be good sense in removing this natural dam, but none in increasing its height. The only possible beneficial result would be in producing slack water over several small ripples of perhaps one or two feet fall respectively, and where it would not be worth while to make a separate canal and locks at each. But in all such cases there can be no necessity either for dams or canals, (and it will be only in those cases where there may be a fall of four feet or upwards, that any canals or locks whatever will be necessary) and to prove this fact which if true will reduce the total lockage at least one half, with nearly a corresponding diminution of expense on that account alone, will be in part the object of the present address.

It is now some six years since meeting Major Kearny at Franklin, (at the mouth of French creek) who was then about commencing the survey of the Allegheny river, I inquired of him whether he would prefer an inclined plane from Olean to Pittsburgh for steam boat navigation provided he had always six feet water, or a stagnant pool? He replied, undoubtedly an inclined plane, for what you lost in ascending you would gain in descending, with this advantage, that the heavier burthens would be taken by the descending navigation which would be a positive gain.

It is well known by all acquainted with the Allegheny river that at low water mark it contains a succession of pools and ripples. The pools from 2 to 8 miles in length and in one instance about 15 miles. The current of the water in these pools will not at low water average more than from one to two miles per hour. The total average at high water when fit for rafting lumber from Franklin to Pittsburgh will not exceed four miles an hour about the average of the Ohio and Mississippi. The pools in low water mark are from six to ten feet deep, what then would be the result if one of their natural dams at a ripple where there was a fall of one, two, or even three feet, should be removed. It would perhaps reduce the water in the pool above from ten to eight feet deep, or from six to four feet deep and increase the current in the upper pool from one to two miles an hour to say three or suppose even four miles the hour, which would in no degree affect the steam boat navigation injuriously.

Let us next examine if this can be done and at a moderate expense.

At the time alluded to of having met Major Kearny at Franklin, he enquired of a very intelligent and experienced man (who had for some twenty-years of his younger life, owned boats, and been in the habit of

steering them himself on the Allegheny river,) if there were any rocks in that river? He replied there might be, but if there were he had never seen any. Mr. Gay in his report states it to be "a remarkable peculiarity in the Allegheny river, that notwithstanding its banks are lined with rocks, yet in not a single instance, can a rock bottom be obtained for the foundation of a dam, and but in few instances for the locks. The dams in all cases will stand on a foundation of coarse gravel, and the locks commonly on the same material." Where then the mighty difficulty of removing these natural dams at the small ripples? A few men with spades in a week's time, would remove many of them—a team of oxen and a plough, would in a few days loosen the gravel, and in as many more would, with a scraper, effectually remove all but the smaller particles of earth and gravel, which would be carried to the bottom of the pool below—or if you want to go effectually to work, procure a flat steam boat or rather a barge, on the plan of those used by Capt. Schreeve, for the removal of a raft on the Red River, and employ such a man (if such an one can be found) to manage it—attach a frame work behind it which shall trail on the bottom of the river, with some ten or twenty ploughs attached, and which by means of a lever, may be pressed down or lifted up at pleasure. Then with the force of water in your favor, and the power of steam, you would make short work with one of those ripples—the small particles would descend to the pools below, the larger gravel or pebbles, or paving stone, if any of so large a size can be removed by scrapers, or other machines made for that purpose, which will require but little invention to have executed.

Thus far for the facility of removing of obstructions in the channel of the river, where there are small natural dams making ripples of from one to two or three feet fall.

I now approach another subject. The overcoming of the obstructions where there may be a ripple, making a fall of four feet or upwards; in Mr. Gay's report, although his dams are to be as high in some instances as fourteen feet, and in one instance eighteen feet high, and each dam frequently overcoming several small ripples, yet in no instance do his lift locks exceed eight feet in height. There are no falls in the Allegheny river. The ripples which will require locks may be considered from four to six feet high; the length may be from forty to eighty perches, and there may be one or two longer and many shorter. In two instances Mr. Gay proposes canals, one at Paterson's Falls thirty chains long, and the other at Earl's Ripple, forty chains long, each of these canals, he states, are calculated to save a dam. The lift lock in each case is estimated at six and a half feet.

The question now presents itself, why we can not be contented with these natural dams we have already, instead of erecting others on the top of them, when it would be desirable, that neither the natural nor artificial were in existence, but that we had one regular inclined plane the whole distance, and what is the difficulty of sinking the chamber of a lift lock four feet below the surface of the low water mark in the upper pool, as well as if we added all the dams in Christendom one on top of the other at the same ripple. The only objection I can perceive to adopting this plan is that it will at each ripple save some twenty thousand dollars in expense, not give employment to so many hands, nor room for such scientific displays in the construction of brush dams, and stone dams, and crib dams, &c. &c. as might be agreeable to learned engineers.

In the plan suggested, in some instances, only one lock would be necessary, where the fall is not more than from 4 to 6 feet and the ripple short. The position of the lock would depend on circumstances; a protection wall and guard lock at the head of the canal in each case might be deemed necessary, although in

the canal round the falls of the Ohio, the guard lock is near the locks at the lower part of the canal, and therefore drift wood it is said, sometimes enters into the head of the canal.

It is evident the only considerable expense in the plan suggested, would be the excavation of the earth; every body knows, who knows any thing of the Allegheny river, that uniformly at the one side of the river, if not on both sides, the soil is alluvial. The easiest possible kind of earth to be removed. The height of the banks average from 25 to 30 feet in height above low water mark.

I propose, however, to obviate even this expense, trifling as it is, compared with that of erecting dams across the river, or tow paths, &c. &c.

It is well known to all who have been on the Allegheny river, and descended it at low water mark, who have not descended it "like a flour barrel," that all of the ripples and for a small distance above and along side of them there is a considerable shoal, which although covered at high water and even at a medium state is bare at low water. It is also known that even at high water, the current continues on the same side where it runs in times of low water, and that on the shoal side, it is either eddy water or a very gentle current indeed; my proposition then is to make the canals through these shoals, leaving a distance of 15 or 20 feet next the alluvial bank, for a *berm* bank, to commence the excavation at a period of low water, erect a coffer dam in four feet water in the upper pool immediately above the shoal, below which coffer dam commence the chamber of the upper lock which dig four feet below the surface of the water in the upper pool, continue your canal at the same level until you come to the lower lock, the chamber of which to be dug in the same manner as the upper one to a depth of four feet below the surface of the pool below at low water mark, into this lift lock your boat enters, which when filled, passes along the canal and enters into the pool above; the canal would evidently require more digging at the upper pool to get through the bar, than as you approach the lower lock, as the shoal itself is an inclined plane, the digging would diminish. A wall some three feet high at the top and say six feet at the lower part from lock to lock would be sufficient. This wall to be ten feet from the outer edge of the canal against and over which wall the excavation from the bed of the canal could be placed.

But it may be said the high water of the Allegheny would run over this—so it would, not only during extraordinary freshets, but perhaps, even when the river was fit for rafting and for steam boat navigation over the ripples—but this would not injure the locks or gates (which would be left open during high water) nor the walls. Let it be recollected, that the canal would always be placed at the side of the river, where there would be no current or a very trifling one—the ice would never run against the walls, the water would be six or ten feet above it before the ice would run off, the gates they may be shut or open without much or any difference, possibly by the upper gate being shut in some rare instance, some drift wood might be prevented entering. I am well assured that although the waters of the north and west branch of the Susquehanna frequently overflow the canal, locks and all, yet it never sustains any injury from the rapid current of those rivers, it is obvious that a great saving of expense would be the consequence of adopting this plan; and it is also perfectly clear that in many if not all canals proposed but one lock would be necessary. With a reference to this subject in general, I went up the Allegheny a few days since accompanied by two intelligent and scientific friends; our examination and observations were confined to the first ripple on the Allegheny at Herr's Island. This however, may be considered a fair specimen of all the rest.

Along the western main shore passes a small branch

of the Allegheny about fifty or more yards wide, and separated from the main branch by Herr's Island, the main branch of course passes on the east side of the Island where the current of the river runs as well in high water as in the present medium state of the water. So well understood is this fact that a person residing on the main shore of the small branch has a building erected on the bank of the main land to the waters edge, one end of which is supported on two upright legs, about ten feet in length, and placed as he informed me about three feet in the earth, and the frame of his building made to rest upon the top of the logs without any mortise whatever. The high freshet three years ago, raised two feet above the lower story of a light frame house belonging to the same person, nearly at the same place, without in any manner affecting its position.

This branch is, perhaps, one fourth of a mile in length. The upper part of the channel is bare at low water, as also a part at and immediately below the lower end of the Island, although a considerable depth of water remains in the greater part of the channel even at low water—about one third of the distance from the upper part of the Island is a fall of say one foot or 18 inches here a mill formerly stood and it appears to be the remains of the dam that makes the fall—on the east side of the Island the pool is said to continue to near the upper point of the Island, and the ripple extends up the river from 1-8 to 1-4 of a mile above the Island the total fall is estimated at $4\frac{1}{2}$ feet. Suppose that a lock was placed immediately at the dam where the old mill stood, with wing walls to the Island, and also to the main shore, the necessary excavation made at the lower part of the Island, and out of the chamber of the lock to permit, 4 or even 3 feet depth of back water from the Allegheny at all times into it, and commence a canal from the pool above say 3 or 4 feet deeper than the surface of the low water in the pool above, extend this excavation horizontally as far as excavation would be necessary towards the lock already mentioned—and make a wall as already mentioned from the upper pool to the upper part of the island, as already mentioned, and what difficulty with the single lock in passing a steam boat through from pool to pool. The whole of the expense, lock, excavation, and wall, would not cost ten thousand dollars; and, if completed, would give ten miles of as good permanent steam boat navigation as any in the world.

It will be a matter for the scientific and practical engineer on a careful examination of the river at low water mark, to take the soundings of the different pools, in order to ascertain how much of the natural dam may in every case be removed and yet leave sufficient water for all the necessary purposes of navigation at times of the lowest water, as also to locate the places for the canals, locks and walls, &c. It would also be advisable to view the course of the current at high stages of the water, from a knowledge of which proper precautions could be used to guard against any possible injury. As to the mode of passing through the canal by steam boats, it is not necessary to say anything; the means are obvious and various.

To the suggestions already made respecting a canal navigation round the ripples of the Allegheny, I would only add that by means of a guard lock at the upper end of the ripple as already proposed, no lock in the lower pool would be necessary, and the intermediate space graded to a regular inclined plane of one fourth of a degree, about which six feet perpendicular in a half a mile would give—upon which plane let a single rail way be placed and a steam boat of one hundred tons burthen might be taken up such a rail way on such a plane, with a power of about 17 hundred perpendicular weight, or being little more than 10 horses power.—This being sufficient to overcome the only opposing powers of gravity and friction, as usually estimated; which power could be readily brought to bear on the wheels of the cradle in which the steam boat would be

placed from the pitman of the steam boat, &c; or many other means might be easily applied for that purpose. This, however, is a subject for others to pursue, I merely throw out the hint for consideration.

Some weeks since, having attended a convention of delegates at Kittanning, for taking into consideration the means of improving the navigation of the river Allegheny, a brief outline of the plan now suggested was communicated. It did not appear to take; as I then stated, many persons thought we "had seen an end of all perfection here below"—for myself I did not think so—nor do I now think so of the plan I have suggested—but if I am not much mistaken, it is the cheapest and best that ever yet has been suggested. That a better one may be adopted before the Allegheny river is improved, may be probable; but of this I am certain, that neither of the plans heretofore proposed ever will be adopted unless the public are disposed to throw away their money, for the mere love of extravagance and folly.

At the Convention alluded to, I proposed a resolution that the committee of correspondence should apply to the President and Managers of the New York and Erie rail road company, and also to the canal commissioners of Pennsylvania, for engineers to survey and examine the Allegheny river, to ascertain the best practicable mode of making it navigable for steam boats without injuring the descending navigation, and also to make an estimate of the probable expenses.

I thought in every instance it would be a subject for examination and of skill, to decide what dams or ripples might be removed without making the pools above too shallow for navigating at the lowest stage of the water, and where locks would be necessary, and the expense of the same, and also of the excavation. That such a report as they could make, would be relied upon as containing absolute verity, both by the New York company and the Legislature of Pennsylvania, as well as by stockholders, if a charter should be obtained. It was opposed and negatived by a majority. I doubt if the reasons given in the negative are now satisfactory to those who gave them—some were certainly of a singular character; one was that it would impede Legislative action, as the Legislature would not act unless on a report made by Surveyors appointed by themselves—which if correct did not go to impede Legislative action. The most it would prove was, that it would not expedite it.

Some were afraid of alarming Philadelphia—as if she would know nothing of the meeting and of the objects of it, unless such a resolution should be passed—and why be afraid of alarming Philadelphia, when the only tendency of such an alarm would be to prompt her to pursue active measures for the further improvement of the state.

I had also proposed a resolution to memorialize Congress for aid to this truly national improvement:—But an honorable and learned member of Congress stated, that '*the Heads of Departments*' had determined to grant no appropriation unless for improvements of a national character, below a port of entry.' Of course this resolution was negatived. A member of the Convention in order to conciliate these high dignitaries, proposed applying to Congress to make Olean a port of entry—an amendment was proposed to add 'for entry of staves and hoop poles'—so between the sublime and the ridiculous, all was lost.

In the afternoon of the same day, however, with singular inconsistency, it was moved and supported by those who were so much afraid in the forenoon of alarming Philadelphia, that a Convention should be held in Franklin in November next, and that the Board of Trade of Philadelphia and the Chamber of Commerce of New York should be invited to send delegates to the Convention. With a view of exposing this inconsistency, a proposition was suggested to apply also to the New

York rail road company to send delegates, which had the effect of procuring a negative to the resolution for holding a second Logomachic Convention.

That this noble river should remain much longer unimproved is out of the question. It would be rejecting the bounty of Heaven bestowed upon us. It is not to be supposed that Philadelphia would adopt the illiberal policy of opposing it—she has great natural advantages for securing the largest portion of the western trade; this relative advantage she can still preserve by corresponding exertions to improve by art the advantages of nature—it is still less to be expected that the legislature of Pennsylvania, who in pursuing a system of wise and liberal legislation, extended her canals of the Susquehanna to the tide waters of the Chesapeake would oppose it—and if all this was done the Riparian owners would by the aid of a company have it done without the sanction of a law, and legislation to oppose it would be as vain and tyrannical as the attempt to stop the navigation of the Scheldt by the treaty of Aix La Chapelle.

A. W. FOSTER.

NOTE.

Since writing my communication, I had access to the Report of James Geddes, Esq. of the 6th of December, 1826—vide Report of the Pennsylvania Canal Commissioners, accompanied with documents, page 50. He says—"in the 18th and 19th miles the river [Allegheny] falls eight and a half feet in nine hundred and thirty yards, and a wall of timber and stone, running parallel with the shore and made water tight for said distance, would afford water power sufficient to throw up water twenty-three feet high; the elevation of the canal above the river surface of that place;—"making such a wall half a mile long, and of an average height of six feet would cost when gravelled, about one thousand dollars." Strange indeed, that when a mill race could be thus made, without sustaining injury from high water, and from ice, that it should never have occurred to him, that a canal could be made on the same principles with perfect security; or is it in the change of the name that all the danger lies.

A. W. FOSTER.

MILITARY ELECTION.—The elections for Major Generals of Divisions, was held in pursuance of law, throughout the State on the 6th of July. We gather from our exchange papers notice of the election of the following gentlemen:

Divisions:

1. Robert Patterson, Philadelphia.
2. John Davis, Bucks.
3. George Hartman, Chester.
4. David Miller, Lancaster.
5. Andrew Duncan, York.
6. George M. Keim, Reading.
7. Mathias O. Selfridge, Northampton.
8. Abbot Green, Union.
9. William Patton, Bradford.
10. David R. Porter, Huntingdon.
11. Samuel Alexander, Cumberland.
- 12.
13. Gideon John, Fayette.
- 14.
15. John M. Davis, Allegheny.
16. William W. Perkins, Crawford.

Harrisburg Chronicle.

From Poulson's American Daily Advertiser.

TOUR IN PENNSYLVANIA.

NEWPORT, R. I. July 18, 1835.

Mr. Poulson,—It is but a few weeks since I took my departure from Philadelphia, on a tour to the west, as far as Pittsburg, and as some of the interesting scenes I was an eye witness to, are still fresh in my recollection, I am induced to devote an hour's leisure, in offering a sketch of my journey and observation, to such of

your readers as may be inclined to devote a few minutes of their time in perusing them.

On the third of June, at half past eight in the morning, I stepped in the Rail road car, attached to a train at the depot in Broad street, in company with a friend and fellow traveller, besides a variety of others, to most of whom I was an entire stranger. We took our seats in the Pioneer Line to Pittsburg, and as soon as we reached the first inclined plane, on the western side of the Schuylkill, the horse power being dispensed with, we were drawn up the plane by a stationary engine, and then being attached to a locomotive, wended our way at a more rapid rate, through a delightful country, passing through Downingtown, Paradise, Soudersburg, and Lancaster, at which latter place we stopped to dine, and at five o'clock in the afternoon reached Columbia. Here our rail road excursion terminated, and a party, consisting of about forty, embarked on board the canal boat Susquehanna, Captain Morton, for Hollidaysburg. Nothing could exceed the politeness and attention of the commander of this boat, and the neatness and comfort of the accommodations. The table was excellent, and well supplied; the berths were neat and clean; the servants and superintendents active, dutiful, and obliging. The horses were good, and the riders young and active. The only objection that could be entertained for a moment, was the crowded state of the boat, and this was in a great degree removed by the excellent arrangement and economy of the gentleman who commanded, and the sub-officers and servants, who obeyed his commands. The canal throughout is well constructed, and reflects much credit on the engineers and workmen employed, though I must confess it would have been wise had the width of the canal been increased in some places, and the locks enlarged, so as to give greater facility in passing and re-passing, which at a day not very remote must be remedied, as the business on this canal is rapidly increasing; and, in a year or two, by a corresponding increase, it will be rendered indispensably necessary. There is another objection, which to the passengers is a serious one. Many of the bridges are too low,—so much so, that passengers on deck are obliged not only to sit down, but frequently to lie down flat on their backs, sides or fronts, and even then they are in danger of accident, and injury from the bridges, which I hope the legislature will not fail, at its next session, to remedy. Our passage to Hollidaysburg was delightful. The passengers, among whom were a number of ladies, were all polite and attentive to each other, not one exceptionable character among the whole group; and I may add with satisfaction and pleasure, there was not an individual inclined to the use of ardent spirits, or to the excitement of unbecoming mirth. We arrived at Hollidaysburg in the evening of the 5th, having slept two nights in the boat, and early the ensuing morning, took our seat in the Rail road car, and reached Johnstown, the western side of the Allegheny mountain, distance $36\frac{1}{2}$ miles, at one o'clock, A. M. Here we stopped a few days; but, before I enter into a description of this interesting and thriving place, I must give some account of the villages and towns we passed on our journey from Columbia, including Hollidaysburg and the rail road across the mountain. The town of Columbia is so well known as to need but little notice at this time. It is well located on the Susquehanna river, and affords an excellent site for a depot of great importance, being about 80 miles from Philadelphia, and a few miles less from Baltimore. Its trade in lumber is of very great magnitude, having the two great sea-ports to supply; and the largest share of the western trade by the Columbia rail road, and the Chesapeake and Delaware canal to Philadelphia; and the natural channel of the Susquehanna, and the canal now making to Port Deposit, leading to Baltimore, give it many other advantages. A few miles from Columbia, the thriving village of Marietta is situated. This is also a considerable place for the lumber trade, and presents

a pleasing and commanding view, passing by Bainbridge and Falmouth, and York Haven, on the opposite side of the river, we approached Middletown, near the mouth of the Swatara, where the Union canal opens, and thence ten miles further, we reached the seat of government, the metropolis of Pennsylvania, a place so well known that it would be useless in me to attempt to describe it, though I cannot avoid saying, it looked lovely and fair, as we passed by it.

From Harrisburg, we passed through Millerstown, Thomsonstown, Mexico, Mifflin, Lewistown, Waynesburg, Hamilton, Huntingdon, Petersburg, Alexandria, Williamsburg, and Frankstown, and then reached Hollidaysburg. Some of these towns are quite respectable in appearance, particularly Lewistown, Waynesburg, and Huntingdon—the rest are small, though no doubt destined to be great. Pennsylvania is a state of the first magnitude, and bids fair to eclipse her rich and powerful neighbor to the north, as she has her two sisters to the south of her. Her lands are rich in minerals, timber and soil. Her sons are hardy, industrious and enterprising; and although a neighboring city, from its locality, has robbed her of a large portion of foreign commerce; and the western territory, from the cheapness of public lands, and the allurements of profit from cotton pods, sugar canes, and the sweat of slaves, have tended to retard her progress in cultivation and settlements, Pennsylvania must and will rise triumphant through all the checks, discouragements and difficulties with which she has, for the last fifty years been surrounded. The wisdom and liberality of her citizens, and the sound policy of her legislature, in adopting the noble system of Internal Improvements, will conquer every impediment. Twenty-five millions have been expended by the commonwealth, without imposing any burthens upon the people, since January, 1826, independent of the Schuylkill, Union, Chesapeake and Delaware, and Lehigh canals, and a variety of rail roads branching out in different sections of the state, achieved principally by the liberality of the citizens of Philadelphia. No state in the Union has done so much, and no city in the world has shown stronger evidences of wisdom, patriotism, and public spirit! The great thoroughfare between Philadelphia and Pittsburg is a stupendous work—its length 376 miles—116 of which is by rail road, and 260 by canal—costing upwards of *fifteen millions of dollars!* The work throughout is well done, but the portage surpasses every thing of the kind in the United States, and I believe in the world! There are ten inclined planes, five of which are ascending, and five descending. There is a tunnel of more than nine hundred feet in length, extending through Laurel Hill, under which we pass, majestic in appearance and wonderful in effect. There is also a viaduct over the Little Conemaugh, of unparalleled beauty, the superstructure of which is grand, far beyond any description from my pen. The captains of the cars generally stop here, and invite the passengers to get out and examine for themselves this wonderful work, which never fails to excite the admiration and applause of every beholder. The workmanship of the tunnel commands equal acknowledgments, and indeed the whole pass across the Allegheny, uniting with the canals at each end, produces *universal approbation.*

Hollidaysburg is a neat, thriving town. I spent but a night there, and consequently am enabled to give but a feeble account of it. Its situation is undoubtedly good, the country around looks well, and the people appear to be prosperous and happy. Its population at this time may be estimated at about one thousand inhabitants: a few years ago, when the canal was projected, there was not a house in it. Johnstown is equally well located in reference to the public improvements, but in other respects it has a decided advantage. Bituminous coal of the first quality is not only abundant and convenient, but so cheap that it is delivered at the door of the purchaser throughout the year,

at from three to four cents a bushel, and water power may be obtained to almost any extent, from Stoncy creek, and the Conemangh, and the public dam, at a small expense. This town is surrounded by coal, which may be dug from the hills on every side, and the lands adjoining and containing it may be purchased at from three to thirty dollars an acre. No spot in the United States, not even Pittsburg, possesses greater facilities, or offers superior advantages to the enterprising manufacturer, than this place. Iron ore, pigs and blooms, are to be procured in the greatest abundance, in the neighboring counties, and the means of transportation are so cheap and convenient, as to dispel every doubt on the subject. Cotton and woolen factories can also be conducted to the best possible advantage at this place. But one thing is necessary to make Johnstown a second Birmingham, Sheffield, or Manchester—and that is, a knowledge of these facts, which a visit to this promising town would immediately and fully disclose. Few persons in the United States know where Johnstown is situated, and very few indeed, the many advantages she possesses. Let enterprising manufacturers visit it—they will soon discover the accuracy of these observations. Johnstown, although rapidly increasing in size, has not yet attained a population superior to Hollidaysburg, notwithstanding it is one of the most promising towns in the commonwealth of Pennsylvania, and will soon exhibit such symptoms of growth as to excite wonder and astonishment that its manifold advantages have not been sooner discovered. After spending a few days in Johnstown, at an excellent hotel kept by Alexander M'Connell, we continued our journey in the canal boat Niagara, Capt. Webb, (Pioneer line.) Every thing on board was neat and comfortable—the passengers less numerous than they were in the Susquehanna—and the accommodations equal in every respect. Studious in his endeavours to please, Capt. Webb received the deserved approbation of every passenger on board. We reached Pittsburg the ensuing evening, after passing one night comfortably in the boat. On our way from Johnstown, we glanced by several respectable towns, viz: Blairsville, Newport, Saltsburg, Warren, Freeport, and Lawrenceville.—Pittsburg is one of the greatest manufacturing towns in the United States, and is increasing in size with wonderful rapidity. In 1826 there were but about 12,000 inhabitants—it now contains more than 30,000. There is another tunnel on the canal, near Blairsville, equal in extent and workmanship to the one on the Portage road. It is a magnificent work, deserving of the highest commendation, and adds another link to the great chain of improvements erected by the genius, public spirit and wisdom of the sons of the key stone state.

I am, dear sir,

Yours most respectfully.

From the Commercial Herald.

GIRARDVILLE.

From the Editor in the Country.

GIRARDVILLE, July 8, 1835.

I doubt whether one in ten of the readers of the Herald know "the local habitation," if they ever before heard the "name," of Girardville, and they will scarcely therefore, know my "whereabouts" by the date of this. I must explain. Girardville is the place designated by the late Stephen Girard, as the site of a town, destined at a future day, to be of some consequence: it is situated on the Mahanoy Creek, twelve miles N. W. from Pottsville, and thirty-three miles south east of Sunbury, on the Pottsville, and Sunbury rail road, in the midst of what is termed the Mahanoy coal region—one of the richest in the state,—and on the tract of land bequeathed by Mr. G. to the city of Philadelphia. The rail road is completed (with one track of rails) from Pottsville to the foot of the inclined plane near this

place, and is graded to Sunbury with the exception of thirteen miles. The party mentioned in my last, left Pottsville yesterday morning about 9 o'clock and came out here, stopping at the several inclined planes and examining their construction and the operation of the machinery at their leisure. The road, take it all in all, is one of the most interesting I have ever passed over. The country through which it passes is wild, mountainous, and extremely romantic, and picturesque. The inclined planes, of which there are several of considerable length and an unusual rate of inclination, at first presented such an aspect of danger as to cause the company to hesitate about passing them in the car, but recollecting that the machinery, chain, &c., were capable of supporting a perpendicular weight of twenty tons, without danger of giving way, we came to the conclusion that there could be no danger of its breaking by the weight of one ton merely, and we therefore resolved to show our confidence in the engineer of the road, Moncure Robinson, Esq., by remaining in the car going up and down the several planes:—by the way, we ought to claim no credit on this account since, but a few days ago Mrs. Robinson showed her confidence in her husband's skill and judgment, by remaining in the car as it went up and down the planes; and Mr. Robinson showed his confidence in the strength of the cables and machinery, by thus risking, if risk there was, the life of his lately betrothed lady. At any rate, all passed perfectly safe, and to show what command those who superintend the planes had over the machinery, they stopped, at my request, three cars loaded with two and a half tons of coal each, in their descent, and about mid-way down the plane by means of the friction machinery alone, and with perfect ease. There is but one plane where a stationary engine is used, namely No. 5, which is 1625 in length, and rises 345 feet. At the others, cars are taken up by the descent of coal cars which are always kept in readiness for that purpose;—I should except, plane No. 6, however, up and down which the cars are taken by means of water tanks placed on car wheels, and which can be filled in 3 minutes, and emptied in the same time. The engine at plane No. 5, is of 90 horse power, and so perfect is the machinery that it is as noiseless as that in the United States Mint;—at 20 yards distance one would scarcely know that such a thing as a steam engine was within five miles of him. Several of the planes are provided with what are termed "wind-breaks," which I have never seen elsewhere, and which are undoubtedly an important part of the machinery. These "wind-breaks" are simply upright shafts in which are any given number of arms formed of two inch plank about 15 feet long and 12 or 18 inches wide; the shafts are provided with a pinion at the lower end which is turned by the wheel around which runs the endless chain, to this chain the ascending and descending cars are attached; the resistance of the air upon the horizontal arms, of course, checks the velocity of the descending cars, and the greater the velocity the greater the resistance,—hence the danger of too rapid a descent or ascent is almost entirely removed. The horizontal arms or "wind-breaks" can be increased at any time necessity may require.

But I must not dwell too long at the inclined planes;—"go a head" is the order of the day, and we must therefore "be off." We are now on the summit of Broad Mountain, at the head of plane No. 5, down which we have now to descend 1625 feet. A nine inch cable is attached to our car—the cable runs round a drum thirty-three feet in circumference; the other end of the same cable is at the same time made fast to two loaded coal cars at the foot of the plane—thus prepared, the engine is started, and down we go, and up comes the coal cars meeting each other mid-way, and, as it were balancing each other:—now we are safely down, and

anon we come to Montgomery, so called in honor of Gen. Montgomery of Columbia County, the principal projector of this road and an active friend of internal improvements. Here we must call a halt and look at the tunnel which the company are cutting through Bear Ridge,—at the coal mines which they are working, and at the extensive preparations for screening the coal and loading the cars. Here too, we will refresh the *body*, while the *mind* is contemplating the majesty of God's works; his goodness in filling these apparently worthless and inaccessible mountains with a material so essential to the arts and the comfort of man—the All mighty power that hove them up and piled them, one upon the other like "Pelion on Ossa,"—and puzzling itself with the vain but natural inquiries "how came this coal and these mountains here? what was the cause that could thus "call them from the vasty deep"? and how many thousands of years have passed away since they were thus hove up like billows from the profound abyss?"—for certainly they are the result of some terrible convulsion of nature which "made the earth to groan and tremble to her inmost centre."

From the Editor in the country.

GIRARDVILLE, July 8, 1835.

Having thus recruited the inward man, we proposed to examine sundry of the coal mines, in the vicinity, wrought by the company, under a lease from the city, and also to look at the tunnel which has been commenced, and which will eventually pass through the mountain called Bane Ridge. The height of this mountain is near 300 feet; it contains several large veins of coal of excellent quality, but intervenes between the rail road and one of the richest coal fields in the state, which belongs to the city. The tunnel of which I spoke, will pierce the base of the mountain, 900 feet through, and thus, in effect, remove mountains: it has been carried in about 100 feet, but its further progress is suspended for the want of necessary means to prosecute the work. The completion of it 30 feet further, it is estimated would extend it into some excellent coal veins which might then be wrought to advantage, and enable the company to push it on still further. As this tunnel must be completed before the great and rich coal beds of the Locust Mountain owned by the city can be reached, it is highly desirable that the means should be provided for driving it through with all convenient and reasonable expedition. At present the mines in this mountain are wrought on the north side, some fifty feet below the summit, to which the coal is brought and emptied from the cars into a schute, down which it descends about two hundred feet, when it enters another schute which passes down an air shaft one hundred feet into the tunnel near its present termination, from which it falls into cars and is brought to the rail road. With all these disadvantages, and all this extra labor, the company are now getting out and sending down the rail road to Mt. Carbon, about 80 tons of coal per day, and will in a few days increase the quantity to 100 tons per day. The tunnel, when completed, will open a passage to the great Mahanoy coal beds and the eastern part of the Girard lands, and will give value to both, which are comparatively valueless now.

Having spent an hour or two in examining the mines, tunnel, and other works at Montgomery, we pushed on to Girardville two miles distant, which being the limit of the finished rail road, was of course made the limit of the party's trip, who, after partaking of farther refreshments at the hospitable mansion of Mr. Boyd, the agent of the Girard lands returned to Pottsville, leaving me where I now am, the guest of Mr. Boyd.

I do not wish to exaggerate the value and importance of this road, but it appears to me that no one who takes a right view of the subject will hesitate to say that it ought to be completed with all practicable expedition.

I look upon it as of great importance to Philadelphia, not only as giving value to the large body of coal and arable lands she owns, but as a most important link in the chain of rail roads which is to connect her with the New York and Erie rail road, via Williamsport and Elmira, and through which a considerable portion of the trade of the North and West branches of the Susquehannah is to pass to and from the Philadelphia market. But were there no other object in view than merely to open an outlet for the coal and lumber of the Mahanoy valley and mountains, that of itself would warrant the completion of the road. Besides the coal lands belonging to the city, there are other extensive beds owned by individuals which will be worked as soon the road reaches them, and I believe it is not exaggerating to say that in less than two years, should the road be completed, there will be sent down, by the way of Pottsville, not less than three hundred tons per day, for two hundred days in the year, and nearly an equal quantity by the way of Sunbury to Baltimore, and other places on the Susquehannah. The probable amount of lumber that will be sent to market from this region, I have not the means of estimating; but there are now 10,000,000 feet at the several mills on the Mahanoy, to be taken down to Philadelphia this year. Now, if any one will take the trouble to estimate the tolls and transportation of these materials, he will find that they will yield a full interest on the whole investment or cost of the road. It is only necessary to say that the road has been constructed under the superintendence of that eminent Engineer, Moncure Robinson, Esq. to assure the public that, so far as it has progressed, it is made in the very best manner, but unfortunately the necessary means are wanting to complete it. I understand that an application has been made to the City Councils for aid to enable the company to go on: what has been done in the matter I am not informed, but most ardently hope the application will not be unavailing. The interests of the city are so deeply connected with the completion of the rail road, that any aid which could be safely rendered should by no means be withheld.

OUR HARBOR.—Soundings have recently been taken by Lient. Brown of the Engineer Department, of the principal parts of the harbor at this place. The result shows that, between the piers where the channel is 600 feet wide, the depth of water is 19 feet, where 400 feet wide, 20 feet: from the piers into the harbor, the water varies from 10 to 20 feet—in no place in the channel was it found to be less than 10 feet in depth. The plea, therefore of an insufficient depth of water will not longer serve as an excuse for any vessel, or particularly, steam boat on the lake, to refuse coming to the town landing.—*Erie Observer*.

CANAL TOLLS.—The annexed table exhibits the amount of Canal Tolls paid into the treasury during each month, from the 1st of November last. This sum is 200,000 greater than that received during the corresponding portion of the season of last year.

November, 1834,	\$25,486 30
December,	33,128 84
January, 1835,	22,571 05
February,	8,993 17
March,	11,065 92
April,	59,883 90
May,	51,808 27
June,	102,312 24
July, to 14th,	46,180 13

\$361,429 88

The amount yet in the hands of collectors must exceed \$40,000—making the whole sum received on account of tolls from the close of the fiscal year of 1833--34, to the 14th instant, exceed four hundred thousand dollars.—*Harrisburg Chron.*

PENNSYLVANIA CANAL.

A Statement of the several kinds of Property entered upon and taken off the Pennsylvania Canal at Ports-mouth, during the months of April, May and June, 1835.

ARTICLES.		Entered and cleared to the West.	Arrived and taken off to the East.*
Flour	barrels		41,647
Wheat	bushels		387,549
Corn and other grain	do		93,779
Clover & other grass s.	do		3,836
Potatoes	do	76	1,537
Salted Beef	barrels		56
do Pork	do	185	283
Bacon	pounds	26,858	1,613,980
Fish	barrels	10,905	
Butter and Cheese	pounds	35,813	12,546
Lard and Tallow	do		55,449
Salt	bushels	17,304	
Feathers	pounds	284	17,589
Wool	do	3,204	136,705
Cotton	do		6,535
Hemp	do	32,121	6,171
Tobacco	do	716,579	1,060,364
Leather	do	28,848	245,774
Raw Hides	do	529,482	43,540
Furs and peltry	do		14,213
Whiskey & dom. sp.	gallons		101,581
Merchandise	pounds	11,417,844	55,292
Groceries	do	5,872,068	525
Oil	gallons	16,013	25,817
Drugs and Dye-stuffs	pounds	550,643	7,206
Gypsum	tons	2,441	
Furniture	pounds	275,020	54,379
Window glass	boxes	1,276	1,543
Rags	pounds		159,156
Mineral Coal,	tons	42	1,626
Iron ore,	do	415	
Pig iron and castings	pounds	262,308	2,137,348
Blooms, bar & sheet iron	do	558,125	916,900
Lead in pigs and bars	do	7,382	
Copper and tin	do	103,544	400
Marble	do	119,208	
Limestone	perches	9	70
Bricks	No.	1,450	139,600
Timber	feet	10	550
Sawed lumber	do	11,500	674,462
Staves, heading & hoop			
poles	pounds		469,652
Shingles	No.		155,300
Posts and rails	do		2,856
Sundries	pounds	871,021	2,459,517
Boats	No.	1,088	892
†Passengers—miles travelled		15,100	4,618
Amount of tolls rec'd	dollars	37,365 04	

*This does not include any portion of the trade on the Columbia division.

†None of the packets enter their passengers at Ports-mouth—these are only such as have been carried on freight boats.—*Harrisburg Chron.*

From the Erie Observer.

THE STEAM BOATS.—We are gratified to learn that a new arrangement has been made by the grand committee, who have charge of the steam boat combination on Lake Erie, by which all the boats are hereafter required to come into our harbor, on their passage up and down the lake. The penalty for a failure to comply with this requisition is said to be one hundred dollars. Since the arrangement was made, no difficulty has been experienced, we believe, by any of them in making their way through the channel to the town piers.

From the Commercial List.

PHILADELPHIA CITY AND COUNTY.

Value of the Real Estate in the City and County of Philadelphia, from the Official Documents, July 1st, 1835.

City of Philadelphia.

Wards.	Value.	Wards.	Value.
U. Delaware	\$3,217,852 50	N. Mulberry	\$2,627,625 00
L. Delaware	3,482,515 00	S. Mulberry	4,134,637 50
High	7,982,062 50	North	5,409,595 00
Chestnut	8,070,195 00	Middle	4,645,092 50
Walnut	5,636,982 50	South	4,958,262 50
Dock	4,486,525 00	Locust	5,010,432 50
New Market	2,613,495 00	Cedar	3,332,170 00
Pine	2,921,300 00		

Northern Liberties.

First Ward	1,829,697 50	Second Ward	1,649,612 50
Third	1,476,845 00	Fourth	1,549,342 50
Fifth	1,733,105 00	Sixth	1,215,120 00
Seventh	1,517,147 00	Unincorpor'd	1,644,495 00

Spring Garden.

First Ward	2,040,905 00	Second	2,501,215 00
Third	1,654,142 50	Fourth	1,966,305 00

Kensington.

First Ward	739,287 50	Second	580,150 00
Third	874,600 00	Fourth	718,805 00
Fifth	978,177 50		

Southwark.

East	2,934,382 50	West	3,002,820 00
Moyamens'g	3,225,217 50	Germantown	1,640,395 00
Passyunk	1,469,767 50	Oxford	1,363,647 50
Kingsessing	759,200 00	Byberry	435,902 50
Blockley	2,095,207 50	Lower Dublin	1,155,507 50
Penn Tow'p	1,718,700 00	Moreland	217,572 50
Roxborough	1,178,905 00	Bristol	645,747 50

Recapitulation.

City of Philadelphia	\$68,528,742 50
Northern Liberties	12,615,365 00
Spring Garden	8,162,567 50
Kensington	3,891,120 00
Southwark	5,937,402 50
Moyamensing	3,225,217 50
Passyunk	1,469,767 50
Kingsessing	759,200 00
Blockley	2,095,207 50
Penn Township	1,718,700 00
Roxborough	1,178,905 00
Germantown	1,640,395 00
Oxford	1,363,647 50
Byberry	435,902 50
Lower Dublin	1,155,507 50
Moreland	217,572 50
Bristol	645,747 50

\$115,040,967 50

EDUCATION CONVENTION.

Nothing has done so much, or promises so much for the success of schools and universal education, as Conventions, Lyceums, and other *voluntary associations* for the advancement of this great and common cause. In many parts of our country they have effected, within the last five years, an entire revolution in public sentiment and common practice, relating to schools and other facilities for diffusing knowledge. Teachers have better schools, and schools better teachers. Parents and children receive more and better instruction for

their expense of time and money devoted to education; and teachers a more generous and more grateful reward for their industry and their efforts. All are benefited; none are injured.

Those who are too far advanced or too much occupied to receive instruction from daily schools, have their Lyceums furnished with libraries, apparatus, specimens of nature and art, scientific lectures, &c., to which they pay weekly or occasional visits for social and intellectual entertainment and instruction.

Amusements which were before expensive, demoralizing, and productive of but little real satisfaction, have given place to others which cost little or nothing, which improve the mind and enlarge the heart, and furnish an abundant source of the purest, highest pleasure—a feast of reason and a flow of souls.

These changes, so peculiarly striking and happy, on the industry, the amusements and general character and prosperity of whole communities, have required no legislative enactments, no costly piles of college buildings, no learned professors, no great and formal arrangements of any kind. They have found their way without parade, and without noise, into the daily social relations and intercourse of life; into families, schools, neighborhoods, villages, and hence among all ages and classes of whole communities. Free, voluntary, social, uncompelled, unrestrained, and of course, republican effort, has effected, in this case, what legislatures and colleges never have done, and never can do, for rendering communities, and all the members, classes and ages in communities, intelligent, moral, free and happy.

In view of such facts, exhibited in the experience and results of *voluntary associations* and *voluntary efforts* within the last few years, the "LYCEUM OF TEACHERS," in Philadelphia, after due consideration of the subject, have come to a unanimous conclusion, that a Convention or Conventions of the friends of education were desirable, for the advancement of intelligence and morals in the State of Pennsylvania. The Lyceum accordingly appointed a committee to fix upon the time, place, plan and objects of such a Convention, and to propose it to teachers and friends of education generally throughout the state. The committee proposes, therefore, in accordance with their instructions, the third Tuesday of August next, as a convenient time, and the borough of West Chester, Chester county, as an eligible place for the contemplated meeting.

A prominent object of the Convention is the organization of a STATE LYCEUM, with auxiliaries in all the counties, whose citizens may wish to unite in some common measure to promote a common and highly important object. It is hence highly desirable that some friend or friends of the cause may be present on the occasion, from every county in the state, either as delegates appointed by some society or special meeting for the purpose, or as the voluntary act of individuals interested in the proposal and object.

To render the Convention an instructive and interesting occasion to all who may attend, whether ladies or gentlemen, several scientific lectures will be given, discussions of the subjects and modes of teaching will be held, specimens of plants and minerals exhibited and explained; and such other exercises instituted, as may best comport with the views and wishes of those who shall compose the meeting.

To aid in the formation and success of County Lyceums as auxiliaries to the proposed State Society, some twenty or thirty sets of delectable specimens in Geology and Mineralogy will be forwarded from several schools in Philadelphia, to be put into the hands of those who may be present from the respective counties. Each set will contain from fifty to a hundred specimens properly selected, arranged and labelled, so as to present the different rocks, ores, coals, marble, and other minerals found in the state, together with some from other states and other countries. If any or all who at

tend should take with them some mineral, plant, or other specimens of nature or art, it could hardly fail of adding much to the interest and importance of the occasion. The specimens thus taken, might be deposited for the use of the proposed society, or exchanged and distributed into the several counties represented, and when requested, examined and named for the benefit of the person presenting it, he again receiving it.

As it is now generally acknowledged, being fully proved by experience, both in America and Europe, that Natural History, such as Geology, Botany, &c. &c., are highly appropriate as branches of the most elementary instruction, and entirely fitted for primary and Infant schools, and as they are found greatly to advance the progress of children in their reading, writing, geography, arithmetic, and all other branches of common school education, the Convention can perhaps select no more worthy or feasible object for their special and immediate attention, than furnishing schools and Lyceums throughout the state with cabinets of natural and artificial productions. The fact that most Lyceums and many hundred schools and numerous families have been furnished with such cabinets within a year or two past, by measures similar to those contemplated in the proposed Convention, shows the entire feasibility and great ease with which the object may be accomplished. A more important step for beginning in this object can probably not be taken, than for those who may attend the Convention, to deposit on the occasion any specimen of nature or art which they may deem curious or useful, either for the general cause, or their own special benefit, as already proposed.

With these outlines of the plan and objects of the proposed Convention, briefly expressed, the committee beg leave to submit the proposal and enterprise to the consideration of the friends of useful practical knowledge throughout the state, and to invite their co-operation in the meeting and measures proposed, so far as it may comport with their views, convenience and more special engagements.

J. M. KEAGY,
N. DODGE,
C. H. ALDEN,
J. EUSTACE,
J. H. BROWN,
J. SIMMONS.

Philadelphia, July 15, 1835.

From the National Gazette.
DISTANCES ON THE DELAWARE.

Mr. Editor—We read an account in the Pennsylvania Inquirer, a few mornings since, of what was considered an extraordinary performance of the steamboat Ohio, in running from Cape May to the city in *six hours and forty six minutes*, a distance called by the editor 120 miles.

We beg leave to state that the distance to the Capes is much overated, being one of those traditionary estimates of distances by water, which are always exaggerated in a new country, and gradually diminish as greater accuracy is required. One might be led to suppose that pilotage was originally charged by the mile rather than by a measurement of the vessel, when we consider the errors that have so long prevailed on such subjects.

The distance from Philadelphia to Cape May by the River and Bay does not much exceed 95 miles, While by the stage road it is only 78 miles, This we are aware will be considered "a most damnable heresy" by the old weather beaten pilots of the Delaware, whose forefathers taught them it was full 150 miles!

and who will now only yield to the *modern improvement* of calling it 120 miles. Even this abstraction of the merit of bringing a vessel up to our city, with wind and tide in her favor, "between sun and sun," is enough to

rouse *Dicky West* from his grave, and we should really expect to encounter his broad rubicund face and clean ruffle bosom; did we not believe him to be too indignant at the impertinent interference of the Temperance Societies with the habits of a *gentleman* to "revisit the glimpses of the moon."

As it is only those citizens who have reached a certain age that knew this *Palinurus* of the Delaware, (and what captain felt uneasy about the safety of his vessel, as the poet says, "*Dicky Duce*,") we may be excused for rescuing from oblivion, and preserving for the younger generation, some recollections of *Richard West*. This old Pilot was distinguished for four things—his accurate knowledge of the channel of our river and bay—his cool assurance—originalness of character—and last, though not least, for his clean shirt. Those who knew his general habits will not fail to appreciate the merit of this last distinction. To those who do not we are obliged to state that temperance was not one of our hero's virtues;—or, speaking more charitably, it was not his *chief* virtue, in short candor obliges us to confess at once that *Dicky* was seldom sober.—Yet an allowance of grog that would cause a mutiny in his lower limbs, and make them refuse to do duty, did not prevent the full exercise of his professional skill, and he has often safely brought a large ship from the Capes to our city when too drunk to stand. On one occasion, he had been put on board a vessel bound up inside the Capes, a little before dark. After taking the command, ordering the sails to be trimmed to catch what they might of a light breeze, and fortifying himself with a stiff rummer of brandy, (being previously pretty well primed,) he stretched himself on the starboard hencoop and fell fast asleep. The second mate, whose watch it was on deck, missing our friend's cheerful chat, and anxious to hear more of the news after a long absence, determined to rouse him. Lighting a brimstone match, he placed it under the sleeper's nose, and let him have a good snuff. *Dicky* was on his feet in a moment, and sang out to the man at the wheel, "Hard up—I smell h—ll."

One more memento of this celebrated character, and we shall conclude the digression.

We recollect to have seen the pilot, balancing himself by a turnbuckle at the window of the Delaware Insurance Company, which holding ground he had with difficulty made after sundry falls and rolls in the mud, his coat affording specimens of every stratum of soil which lines our gutters, and presenting the appearance of a geological map "colored after nature," when an incorrigible punster (a college chum of our own) who had not got over that Sophomore accomplishment, seeing the plight of *Dickey's* outer garments accosted him with "*Dick in quibus terris et tu eris Magnus Apollo*." The witticism was lost upon the old fellow who catching the last words, swore there was no such ship on the register.

The distance from Philadelphia to Newcastle, has been usually called by the river, 40 miles. It is only, 32 miles.

The same erroneous estimates of the distances up the Delaware are prevalent.

It has been always called from the city to Bristol, 20 miles, true distance 19
From Bristol to Bordentown 10 do do 7
From Bordentown to Trenton 7 do do 4½
Whole distance to Trenton, called 37 do but actually 30½

In common parlance it was always 40 miles to Trenton, by the river.

Every one old enough recollects, that before the introduction of steam boats on the North River, it was 180 miles from New York to Albany. It turns out to be about 150 miles. The distances on the Delaware we derived from an officer of the Engineer Department, who assisted to measure it by order of the government a few years since. We write from recollection, and

may not be entirely accurate in our details. The public would be much indebted to Major Bache or Captain Boyce if they would publish the results of their survey of our river and bay—from Trenton to the Capes.

If we are correct in the distance stated to Cape May by water, viz: 95 miles, (and we are certain that it is under 100 miles,) the performance of the steam boat Ohio would not exceed a speed of 15 miles to the hour—a passage by no means extraordinary in the high pressure march of this stirring age.

SENEX.

From the Pittsburgh Gazette.

THE ALLEGHENY RIVER.

MR. CRAIG,—In my address, published in your paper some days since, in relation to the improvement of Allegheny river, I stated that I was one of those who did not think “we had seen an end of all perfection here below”—and having, in that article, suggested a hint of the mode of taking a steam boat round the rapids in that river, on a rail way, by means of excavating and forming a regular inclined plane from the pool above to the pool below; or rather on a regular inclined plane commencing 4 feet below the surface of the water at low water mark in the pool above, to an equal depth beneath the surface of the pool below, at the same stage of water: I think it not altogether useless to add, that on further reflection, I can see no difficulty in making a rail way on the surface of shoal, and extending the respective ends into the different pools to proper depth of water. The increase of gravity would be a small degree greater, and the friction something less, by the increase of the inclination of the plane; and if it should be thought proper to raise the apex of the rail way at or near the centre, somewhat higher, or sink the respective ends somewhat lower, before they approached the pools by excavating the shoal for the inclined plane at those ends—by means of machinery not very complicated, the gravity of the ascending boat might be lessened, if not entirely removed, by the advantage which might be taken of the descending plane in various modes which need not here be detailed. This plan would save the expense of excavation through the shoal, as also that of making coffer dams, as suggested in the original plan merely hinted at. To the cradle in which the boat would be placed three, or perhaps four pair of wheels, would be necessary to be attached as the boat has to pass over a vertical curve in the plan now suggested.

A. W. FOSTER.

COAL.—We have been shown a specimen of the very best quality of bituminous coal, found near the bank of the lake, a short distance above this town. We understand the indications are strong of the existence of large bodies of it in the neighborhood. Should such prove the fact, it will be an important acquisition to the wealth of Erie county. We want the encouragement which the state has the power and is in duty bound to extend to us, for opening the bowels of the earth, when we have no doubt, minerals of immense value will be discovered in our immediate vicinity. The indications of iron are numerous.—*Erie Observer.*

NEW APPLICATION OF INDIA RUBBER.—Mr. Vanhorn, Stock and Suspender Manufacturer, of this city, (No. 6 south Fourth street, near Market,) has lately applied India Rubber webbing to saddles in the place of the linen web formerly used, and thereby he has given a new and easy spring to the saddle. We have examined and used one of the saddles thus made, and can assure our readers that it is the pleasantest we have ever used. This new saddle spring, we have no doubt will supersede all others now in use.—*Com. Her.*

FLOOD IN THE ALLEGHENY.—A letter dated Franklin, Venango Co. July 16, says—“We have an unusual

rise in the Allegheny river and its tributary streams at this time. The loss to individuals, owing to overflowing of low lands, destruction of crops and grass, will be very considerable.”—*Harrisburg Chron.*

VALUABLE IMPROVEMENT IN COAL GRATES.—We have lately examined a new patent grate invented by Mr. Joseph Snyder of this city. The great object which he proposed was, to prevent the enormous waste of heat in the common grates, by the back being set in the chimney and the flame passing immediately off. This we think he has fully accomplished. The surface heated by this grate, and from which the heat is thrown into the room, is from 20 to 30 square feet,—not reckoning the front which is open like other grates. It combines all the advantages of Nott's stove and a common grate, and is of course much preferable in point of economy and agreeableness, to either. We doubt not it will come into almost universal use as soon as its advantages shall be known. It can be made as ornamental as the most elegant parlours may require.—*Com. Herald.*

EULOGIUM ON CHIEF JUSTICE MARSHALL.

TO THE HON. HORACE BINNEY.

Dear Sir—We have great pleasure in communicating to you the enclosed resolutions, not permitting ourselves to doubt your acceptance of the invitation thus given, since you will receive it as a renewed and merited token of the respect and confidence which have led to the unanimous selection of yourself, as an Orator, eminently worthy of the occasion, and which are cherished by none of your fellow citizens more sincerely, than by

Your obedient servants,

W. M. MEREDITH,
President S. C.
HENRY TROTH,
President C. C.

July 10th, 1835.

(For Resolutions see page 30.)

MR. BINNEY'S REPLY.

PHILADELPHIA, July 13, 1835.

Gentlemen—My return to the city this morning has put me in possession of your note of the 10th instant, communicating a joint resolution by the Councils on the previous day. While I have no expectation whatever, of adequately portraying and commemorating the actions, character and services, of the illustrious citizen to whom the resolution refers, I accept the appointment which the Councils have conferred upon me, under the united influence of deference to their wishes, and of unsurpassed veneration for the man whose memory they have deemed it their public duty to honor.

I beg leave at the same time to express my sense of the value which you have added to the distinction, by the obliging terms of your note.

I remain, gentlemen, very respectfully and truly, your obedient servant,

HOR. BINNEY.

To W. M. MEREDITH, Esq.

President Select Council.

HENRY TROTH, Esq.

President Common Council.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

*See page 55.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 5.

PHILADELPHIA, AUGUST 1, 1835.

No. 395.

From the Philadelphia Gazette.

ORIGINAL LETTERS OF DR. FRANKLIN.

We have been favoured by a valued friend, with the loan of fifteen original letters, written by Dr. Franklin to his friend Dr. Cadwallader Evans, and dated at London, between the years 1766 and 1773. They are private letters of friendship, containing an occasional glance at politics, but the most of the later ones, enter very extensively into the merits of a question, which at that period occupied a large share of the attention of the Colonists, namely, the cultivation of silk. It will be seen from these letters that Dr. Franklin took a very active part in the dissemination of knowledge on this subject, and that he was entirely satisfied of the practicability of rendering silk a staple production of most of the Colonies, and we learn from a relation of the late Dr. Evans, to whom these letters were addressed, that Italian mulberry trees the growth of the seed sent to him by Dr. Franklin, are still standing in Montgomery county. From another gentleman we learn, that in the vicinity of our city, there are many of the same species of tree, the offspring of Dr. Franklin's enterprise, and we can even name a Lady who has in her possession half a pound of silk, raised in this State before the Revolution, under the influence of the spirit which at that period prevailed.

In the Gazette of to-day will be found the first of these letters. In pursuing it, the reader will be struck with the fact, that at a period, ten years anterior to our declaration of Independence, and when the idea of a separation of the Colonies from the mother country was not extensively entertained, Dr. Franklin had conceived in his mind, the plan of a Federal Government, although he considered it too late for adoption, by the various dominions of the British Empire. The other letters will appear in succession, and will no doubt be read with much interest, by a large portion of the American People.

"The particular affair" alluded to at the close of the letter, may possibly be arrived at from a knowledge of the following fact.

In the year 1764 Dr. Franklin was sent to England by the Legislature of Pennsylvania, for the purpose of obtaining a Regal government for the Colony instead of the existing Proprietary government, as well as of remonstrating against the taxing of the Colonies, then first projected.

ORIGINAL LETTERS,

(Never before published.)

From Dr. Franklin to Dr. Cadwallader Evans.

LETTER I.

LONDON, May 9, 1766.

Dear Sir:—I received your kind letter of March 3, and thank you for the Intelligence and Hints it contained. I wonder at the Complaint you mentioned. I always considered writing to the Speaker as writing to the Committee. But if it is more to their Satisfaction that I should write to them jointly, it shall be done for the future.

My private Opinion concerning a union in Parlia-
VOL. XVI. 9

ment between the two Countries, is, that it would be best for the Whole. But I think it will never be done. For tho' I believe that if we had no more Representatives than Scotland has, we should be sufficiently strong in the House to prevent, as they do for Scotland, any thing ever passing to our disadvantage; yet we are not able at present to furnish and maintain such a Number, and when we are more able we shall be less willing than we are now. The Parliament here do at present think too highly of themselves to admit Representatives from us if we should ask it; and when they will be desirous of granting it, we shall think too highly of ourselves to accept of it. It would certainly contribute to the strength of the whole, if Ireland and all the Dominions were united and consolidated under one Common Council for general Purposes, each retaining its particular Council or Parliament for its domestic Concerns. But this should have been more early provided for.—In the Infancy of our foreign Establishments, it was neglected, or was not thought of. And now, the Affair is nearly in the Situation of Friar Bacon's Project of making a brazen Wall round England for its eternal Security. His Servant Friar Bungey slept while the brazen Head, which was to dictate how it might be done, said *Time is, and Time was*. He only wak'd to hear it say, *Time is past*. An explosion followed that tumbled their House about the Conjuror's Ears.

I hope with you, that my being here at this Juncture has been of some Service to the Colonies. I am sure I have spared no Pains. And as to our particular Affair, I am not in the least doubtful of obtaining what we so justly desire if we continue to desire it: tho' the late confus'd State of Affairs on both sides the Water, have delay'd our Proceeding. With great esteem, I am,

Dear Friend,

Yours affectionately,

B. FRANKLIN.

LETTER II.

LONDON, May 5, 1767.

Dear Doctor:

I received your obliging favour of May 16. I am always glad to hear from you when you have Leisure to write, and I expect no Apologies for your not Writing. I wish all correspondence was on the Foot of Writing and answering when one can, or when one is dispos'd to it, without the compulsions of Ceremony. I am pleased with your Scheme of a medical Library, at the Hospital; and I fancy I can procure you some Donations among my medical Friends here, if you will send me a Catalogue of what Books you already have. Inclos'd I send you the only Book of the kind in my Possession here, having just receiv'd it as a Present from the Author. It is not yet published to be sold, and will not be for some time, till the second Part is ready to accompany it.

I thank' you for your Remarks on the Gout. They may be useful to me who have already had some Touches of that Distemper.* As to Lord Chatham, it

* The Doctor was born on 6th January, 1706, and was at this date upwards of 61 years of age.--Editors.

is said that his Constitution is totally destroy'd and gone, partly thro' the violence of the Disease, and partly by his own continual Quaking with it. There is at present no Access to him; he is said to be not capable of receiving any more than of giving advice. — But still there is such a Deference paid to him that much business is delay'd on his account, that so when entered on it may have the Strength of his Concurrence, or not be liable to his Reprehension if he should recover his Ability and Activity. The ministry we at present have, has not been looked upon, either by itself or others, as settled, which is another Cause of postponing every thing not immediately necessary to be considered. New Men, and perhaps new Measures are often expected and apprehended, whence arise continual Cabals, Factions and Intrigues among the Outs and Ins, that keep every thing in Confusion. And when Affairs will mend, is very uncertain.

With great Esteem I am,

Dear Friend,

Yours affectionately,

B. FRANKLIN.

LETTER III.

LONDON, Feb. 20, 1768.

Dear Friend:

I wrote you a few Lines per Capt. Falconer, and sent you Dr. Watson's new Piece, of Experiments on Inoculation, which I hope will be agreeable to you.

In yours of Nov. 20, you mention the Lead on the Stills or worms of Stills as a probable cause of the Dry-bellyach among Punch Drinkers in our West India Islands. I had before acquainted Dr. Baker with a Fact of that kind, the general mischief done by the use of Lead on Worms, when Rum Distilling was first practiced in New England, which occasioned a severe Law there against them; and he has mentioned it in the second Part of his piece not yet published. I have long been of Opinion, that that Distemper proceeds always from a metallic Cause only, observing that it affects among Tradesmen those that use Lead, however different their Trades, as Glaziers, Type-Founders, Plumbers, Potters, White Lead-makers and Painters; from the latter, it has been conjectur'd it took its Name *Colica Pictorum** by the Mistake of a Letter and not from its being the Disease of Poitou; and altho' the Worms of Stills, ought to be of pure Tin, they are often made of Pewter, which has a great Mixture in it of Lead.

The Boston People pretending to interfere with the Manufactures of this Country, makes a great clamour here against America in general. I have endeavoured therefore to palliate matters a little in several public Papers. It would, as you justly observe, give less umbrage if we meddled only with such manufactures as England does not attend to. That of Linnen might be carried on more or less in every Family (perhaps it can only do in a Family way) and silk I think in most of the colonies. But there are many Manufactures that we cannot carry on to Advantage tho' we were at entire Liberty. And after all, this Country is fond of Manufactures beyond their real value; for the true Source of Riches is Husbandry. Agriculture is truly *productive of new wealth*; Manufactures only change Forms; and whatever value they give to the Material they work upon, they in the mean time consume an equal value in Provisions, &c. So that Riches are not *increased* by Manufacturing; the only advantage is, that Provisions in the Shape of Manufactures are more easily carried for Sale to Foreign Markets. And where the Provisions cannot be easily carried to Market, 'tis well so to transform them for our own Use as well as foreign

*In the original the letter *r* is placed above the *n*, to mark the slight change, that would convert "*Pictorum*" into "*Pictorum*." The disease referred to, is well known this day, as belonging to *painters*. — Editors.

Sale. In Families also where the children and Servants of Farmers have some spare time, 'tis well to employ it in making something; and in Spinning or Knitting &c. to *gather up the fragments* (of Time) *that nothing may be lost*; for those Fragments tho' small in themselves amount to something great in the year, and the Family must eat whether they work or are idle. But the Nation seems to have increased the number of its Manufactures beyond reasonable Bounds, (for there are Bounds to every thing) whereby Provisions are now risen to an exorbitant Price by the demand for supplying home Mouths; so that they may be an Importation from foreign Countries, but the Expense of bringing Provisions from abroad to feed Manufactures here, will so enhance the Price of the Manufactures that they may be made cheaper where Provisions grow, and the Mouths will go to the Meat.

With many Thanks for your good Wishes, I am,

Dear Friend

Yours affectionately,

B. FRANKLIN.

LETTER IV.

LONDON, Sep. 8, 1769.

Dear Doctor:

I am writing to you and all my Friends by the Packet that sails to-morrow. This is only to cover the French work on Silk Worms, said to be the best extant; which being too bulky to go per packet I send you by this Ship. Some extracts may be made from it, & published of the most useful Directions, for it is like other French Writings rather too wordy, &c. I have received yours per Packet & via Liverpool, with the observations of the Transit, of which more in my next.

I am

Yours affectionately,

B. FRANKLIN.

Please to let Mrs. Franklin know I am well.

LETTER V.

LONDON, Sept. 7, 1769.

Dear Sir:

I have now before me your Favours of June 11, and July 15, I thank you for communicating to me the Observations of the Transit made by Messrs. Biddle & Bayley. I gave them Immediately to Mr. Maskelyn, the Astronomer Royal, who will compare and digest the whole received from different Parts of the world, and report thereon to the Royal Society. They are the only ones I have received from our Society; those made by the others were sent to Mr. Penn. Being last week with Mr. Maskelyn at Flamstead House, I found he had got them. I shall send him to-day the correct account which I have since received from you via Liverpool.

I should be very sorry that any thing of Party remained in the American Philosophical Society after the Union. Here the Royal Society is of all Parties, but Party is entirely out of the Question in all our Proceedings.

It grieves me to hear that our Friend Galloway is in so bad a State of Health. He should make a long Journey, or take a Sea voyage. I wish he would come to London for the Winter.

Mr. Henry's Register, which you communicated to me last Year, is thought a very ingenious one, and will be published here tho' it has been long delay'd.

I have not seen Mrs. Dowell. I suppose she is not yet come to Town. At least I have not heard of her being here, tho' possibly she might while I was in France.

Our friend W——, who is always complaining of a constant Fever, looks nevertheless fresh & jolly and does not fall away in the least. He was saying the other day at Richmond (where we were together dining with Govern'r Pownall) that he had been pestered with a Fever almost continually for these three years past

and that it gave away to no medicines, all he had taken advis'd by different Physicians having never any Effect towards removing it. On which I ask'd him, if it was not now time to enquire whether he had really any Fever at all? He is indeed the only instance I ever knew of a Man's growing fat upon a Fever. But I see no Occasion for reading him the Lecture he desired, for he appears to be extreemly* temperate in his Eating & Drinking. His affairs here are I think in a good Train, but every thing to be transacted in our great Offices, requires time I suppose he will be hardly able to return before the Spring.

By a ship just sailed from hence, the Captain, a Stranger whose name I have forgotten, I send you a late French Treatise on the management of Silk-worms. It is said to be the best hitherto published, being written in the Silk country by a Gentlemen well acquainted with the whole affair. It seems to me to be (like many other French Writings) rather too much drawn out in Words; but some Extracts from it, of the principal Directions, might be of Use, if you would translate and publish them. I think the Bounty is offer'd for Silk from all the Colonies in general. I will send you the Act. But I believe it must be wound from the Cocoons, and sent over in Skeins. The Cocoons would Spoil on the Passage, by the dead Worm corrupting and staining the Silk. A Public Filature should be set up, for winding them there: Or every Family should learn to wind their own. In Italy they are all brought to Market, from the neighboring Country, and bought up by those that keep the Filatures. In Sicily each Family winds its own Silk, for the sake of having the Remains to card and spin for Family use. If some Provision were made by the Assembly for promoting the growth of Mulberry Trees in all Parts of the Province, the Culture of Silk might afterwards follow easily. For the great Discouragement to breeding Worms at first, is, the Difficulty of getting Leaves, and the being obliged to go far for them. There is no doubt with me but that it might succeed in our Country. It is the happiest of all Inventions for Cloathing. Wooll uses a good deal of Land to produce it, which, if employed in raising Corn would afford much more Subsistence for Man, than the Mutton amounts to. Flax and Hemp require Land, impoverish it, and at the same time permit it to produce no Food at all ‡ But Mulberry Trees may be planted in H—† Rows, or Walks or Avenues, or for Shade, near a House, where nothing else is wanted to grow. The Food for the Worms which produce the Silk is in the Air, and the Ground under the Trees may still produce Grass, or some other Vegetable good for Man or Beast. Then the Wear of Silken Garments continues so much longer, from the Strength of the Materials, as to give it greatly the Preference. Hence it is that the most populous of all Countries, China, clothes its Inhabitants with Silk, while it feeds them plentifully and has besides a vast Quantity both of raw and manufactured to spare for Exportation. Raw Silk here, in Skeins well wound, sells from 20 to 25s pr. lb. But if badly wound is not worth 5s. Well wound is where the Threads are made to cross each other every way in the Skein, and only touch where they cross.—Badly wound is where they are laid parallel to each other;—for so they are glu'd together, break in unwinding them, and take a vast deal of time more than the other, by losing the End every time the Thread

breaks. When once you can raise plenty of Silk, you may have Manufactures enow from hence.

With great Esteem,

I am, my dear Friend,

Yours affectionately,

B. FRANKLIN.

(To be continued)

EXCURSION ON THE DANVILLE AND POTTSVILLE RAIL ROAD.

This rail road affords an opportunity for a ride of the most agreeable kind, particularly on a fine day with a refreshing breeze, its course passing through valley and over mountain, clothed with the livery of summer, crossing over rivulets and streams sparkling and poetical—and frequently presenting views of highly picturesque and magnificent scenery. On Tuesday week last, in company with about a dozen gentlemen, we started in the very handsome and comfortable Mount Carbon omnibus, on a visit to Girardville. The morning was delightful. The ardour of the sun's rays was tempered by a gentle current of air, which increased with our elevation. We soon reached the first inclined plane, at Wadesville, which is 667 feet in length and 105 in height, in ascending which we occupied the short space of one minute. Here we passed through the celebrated Tunnel, of striking beauty of workmanship, which is 800 feet in length and of ample height. The second plane, which is 807 feet in length and 202 in height, we ascended in the space of two minutes—the third, which is 550 feet in length and 159 in height, in 1 minute and 15 seconds—and the fourth, which is 861 feet in length and 147 in height, in two minutes. These are all self-acting planes, with chains to which the ascending and descending cars are on their respective sides attached, the weight or gravity of the one set drawing up the other. The contrivance is simple and the operation beautiful. To the majority of our company the whole scene presented a novel aspect—they had never before traversed the planes—and to some, in the first instance, the experiment seemed fraught with danger. But every feeling of timidity or distrust vanished by the time we had passed the second plane, not one of the company offering to walk up, which by the way is no lazy task—“*hic labor hoc opus est*,” but every man looking on the ceremony with perfect coolness and content, thinking of any thing but danger. The truth is, the planes are perfectly safe if the proper preparations are made and fastenings well attended to, the chains being of ample size, the strength of which having been tested by experiment and found equal to a much greater weight than that of as many passenger cars as could be attached to them. The cars are likewise under the control of the Brakes, and may be stopped in their career, as was exemplified by experiment on one of the planes during our passage. The wind brakes, as they are called, are an important improvement, which tend to diminish the velocity of the cars, being arms attached to an upright shaft, connected with the endless chains. The delay is likewise inconsiderable, and we have no doubt that time and experience will render the transit of these planes as pleasant in reality as this is now formidable in imagination, and in a commercial point of view they will be found of no serious inconvenience or detriment in the business of transportation. The next plane we passed over is the Mahanoy plane, which we descended, the length being 1625 feet, and height 345, this being the longest and highest of all the planes. At this plane a stationary engine is erected. Near the foot of this plane stands the village of Montgomery, the point at which the collieries of the company are established, the houses being chiefly the residences of miners. Here preparations were made for a plentiful collation, by our obliging host, Mr. Sharp, the superintendant, who had accompanied us all along, and to whose polite attentions we were mainly indebted for the lively gratification we ex-

* This word is so spelt in the original, perhaps from the Doctor's thinking of a *stream* of water in connection with temperance.—ED.

‡ Cotton was not known at that period as an American production, or, if it was, it had not become an object of general attention.—EDITORS.

† The rest of this word is illegible. It was probably “Hedges.”

perienced during the trip. We sat down to an excellent and sumptuous repast of cold meats and pastry. After dinner we were invited to ascend the mountain (having previously visited the tunnel, which is as yet unfinished, having been driven about 90 yards only - and when carried through the mountain, will render accessible the rich and extensive coal veins of the Locust Mountain,) and take a view of the collieries of the company. In consequence of the tunnel not being completed, the works are now carried on from the summit and the north side of the mountain, from which the coal is passed down by schutes, and thence to the rail road, where an extensive row of large and substantial schutes are erected for its reception. From Montgomery we proceeded on to Girardville, about 13 miles distant from Pottsville, leaving our omnibus at the head of the sixth plane, and descending the same on foot. This plane is 884 feet in length and 166 in height. We were hospitably received by Mr. William Boyd, at his residence, a large and handsome building, pleasantly situated in this place. This village is of course yet in its infancy, and cannot be expected to improve much

until the completion of the rail road, an event which we trust is not distant. But a comparatively small portion of the road remains to be made, the eastern division being finished and the western graded, and the short space of twelve miles only in the middle section ungraded. That any delay should take place in the entire completion of the work, is greatly to be regretted, particularly when the vast benefits which will doubtless be realized from it, are considered. Presenting itself as the shortest and most favorable channel to market, for the immense trade of both branches of the Susquehanna, being the connecting link in an uninterrupted line of rail road to Philadelphia, passing through a rich and inexhaustible mineral region, and a country covered with valuable timber, we cannot entertain a doubt but that the most sanguine anticipations of its friends will be realized. From this place we set out on our return, again passing over all the planes without the slightest difficulty and with perfect safety. We reached our borough a little before sunset, all highly gratified with the excursion, and bearing away as we separated the recollections of an agreeably spent day.

Miners' Jour.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

APRIL, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.
THERMOMETER.						BAROMETER.					
1	Wednesday,	49	62	67	59	29.65	65	64	29.65	NW	Clear day
2	Thursday,	45	66	64	58	53	48	44	48	S	Hazy, thund. shower
3	Friday,	48	62	62	57	53	54	48	52	S to E	Cloudy, lightly cloudy
4	Saturday,	46	52	50	49	48	48	40	45	NE	Cloudy day, at ni. hig. w. & r.
5	Sunday,	36	38	40	38	15	15	15	15	NE	Rain and snow—rain
6	Monday,	40	45	45	43	16	15	15	15	W	Cloudy day
7	Tuesday,	40	50	51	47	36	37	38	37	W	Do do
8	Wednesday,	43	57	56	52	53	55	55	54	NW	Clear day
9	Thursday,	48	68	70	62	60	60	60	60	W	Do do
10	Friday,	50	70	72	64	70	72	72	71	E	Hazy
11	Saturday,	50	62	62	58	84	87	87	86	E	Cloudy day
12	Sunday,	46	57	60	54	87	83	80	83	S	Cloudy—sun and clouds
13	Monday,	50	57	60	56	60	57	53	57	W	Rain—clear
14	Tuesday,	37	38	35	36	60	64	71	65	NW	Sun and clouds
15	Wednesday,	32	50	51	44	79	74	72	75	SW	Clear day
16	Thursday,	37	45	45	42	53	49	45	49	SW	Snow—cloudy
17	Friday,	32	38	41	37	73	75	76	75	W	Sun and clouds
18	Saturday,	36	47	50	44	30.10	10	5	30.8	NW	Clear day
19	Sunday,	37	52	57	49	29.95	75	72	29.81	S	Cloudy—rain
20	Monday,	55	66	65	62	50	40	40	43	S	Showry
21	Tuesday,	44	55	59	53	77	80	65	74	S	Clear day
22	Wednesday,	49	55	52	52	65	65	65	65	NW	Cloudy damp day
23	Thursday,	40	54	53	49	88	88	86	87	NW	Clear, cloudy
24	Friday,	40	51	51	47	30.00	30.00	29.94	98	NW	Clear, hazy
25	Saturday,	45	50	49	48	29.79	70	68	72	NE	Cloudy, rain—and at night
26	Sunday,	44	44	45	44	70	76	77	74	NE	Rain, drizzle
27	Monday,	45	49	44	46	94	85	72	84	E	Cloudy, ra. & ra. & snow at ni.
28	Tuesday,	38	47	50	45	40	50	60	50	NW	Cloudy day
29	Wednesday,	45	68	67	60	77	77	80	78	W	Clear day
30	Thursday,	52	64	64	60	85	85	83	84	W	Cloudy day

Thermometer.

Barometer.

Maximum on the 10th,
Minimum on the 14th,
Difference,
Mean,

64°
36
28
50½
Maximum on the 18th,
Minimum on the 5th,
Difference,
Mean,

30.08 inches.
29.15 "
00.93 "
29.65 "

From the Commercial Herald.

INSTITUTION FOR THE INSTRUCTION OF THE BLIND.

This is an Institution in which the public feel a lively interest, as it is *one* of the most truly benevolent and meritorious our city can boast of; they will therefore be happy to learn that the Directors have succeeded in purchasing a valuable and commodious lot on which to erect their buildings, at the North West corner of Race and Schuylkill Third streets. The lot has a front of 244 feet in Race street, by 140 feet depth. A building is about to be commenced, with a front of 113 feet on Race street, by 53 feet depth; the front to be 32 feet from the street. It will be built of brick, and rough cast, except the basement story, which will be of granite. The building will have two entrances in front, one for each of the sexes which are to be kept entirely separate. The whole extent of the east and west ends of the lot, except a reservation for a rope walk and a workshop, will be appropriated for play grounds, the sexes being also here kept separate. The school rooms will occupy the first story of the building; a large room for the monthly examinations will occupy a portion of the second story, and the third story will be fitted up for dormitories. Numerous other rooms at the east and west ends of the building; will be occupied by the teachers, matrons, &c. The kitchen and eating rooms (the two sexes being always kept separate) will be in the basement story.

The directors, we are happy to learn, will be able to pay for the lot and the erection of the proposed buildings without incurring only a trifling debt; but we are sorry to say that their income is not equal to the demands made upon their benevolence, a circumstance which greatly circumscribes the usefulness of the Institution.

THE DEAF AND DUMB.

At the annual meeting of the Contributors to the Pennsylvania Institution for the Deaf and Dumb, held at the Asylum on Wednesday, May 5, 1835, the following Report was submitted by the Board of Managers: *To the Contributors to the Pennsylvania Institution for the Deaf and Dumb.*

The Board of Directors, in obedience to the provisions of their Charter, present their Annual Report.

The accustomed routine of their duties offer little of novelty to lay before you.

They feel renewed and continual cause of thankfulness for the unusual health of the interesting children under their charge during the past year, and the prosperity attending the general concerns of the Institution.

The services rendered by the Principal and his assistants are such as to merit the warmest approbation of the board, and the performance of her duties by the Matron, Hannah Elfreh, evinces great care and a close regard to the comfort and well-being of all under her supervision.

The whole number of Deaf and Dumb persons at present in the institution is ninety-seven, fifty-three males and forty-four females, of which number eighty-eight are pupils. One is partly supported by the Institution, but is too young to be received into school. Eight are employe in different useful capacities.

The pupils are divided into six classes under the care of as many instructors.

The largest number of Deaf and Dumb at any one time during the past year was 101.

Twenty-three have left the Institution and twenty-five have been admitted since the last annual report to the Contributors.

Of the present number twelve are supported by the state of Maryland--fifty by Pennsylvania--six by New Jersey, and twenty by their friends.

The following donors have contributed to the Cabinet, A. B. Hutton, Samuel B. Morris, Beulah Sansom,

Robert T. Evans, Jr. Florimond D. Sherman, S. De Witt Bloodgood, Dr. M. Burrough, Thomas S. Ridgway, James W. Kerr, John Linton, Mrs. Ann Sharpe, Captain David Geisinger, U. S. Navy; John Carlin, Miss Graham, Mary Elfreh, William H. Scott, John W. Faires.

The weaving business hitherto conducted in the Institution has been abandoned in consequence of pecuniary loss sustained, and the little prospect of future advantage to the pupils: and that of shoemaking has been considerably enlarged, affording a small gain to the funds, and offering to the learner the knowledge of a trade which may hereafter afford the means of a comfortable and respectable subsistence.

The Cabinet formed to give to the pupils some acquaintance with the principles of Natural Philosophy, claims the consideration of many of our friends, who occasionally aid the effort by contributions, and it gradually increases in value. Occasional illustrative lectures are given by the principal, Mr. Hutton, who is devotedly attached to the interests of the Institution, no less than to the moral and intellectual improvement of the children of our patronage. To the medical gentlemen who gratuitously render their valuable services, the Board is under equal obligations. Their attention when required is prompt—and their skill exerted in the most assiduous and affectionate manner.

Since the last annual meeting the Institution has sustained a loss by the resignation of Dr. William Rush, whose place has been supplied by the election of Dr. Joseph Pancoast.

The Directors respectfully refer to the accounts of the Treasurer for information respecting the fiscal concerns of the Institution.

Signed by order of the Directors,

PHILIP F. MAYER, Ch. pro. tem.

ROBERT HARE, Jr. Secretary.

The Pennsylvania Institution for the Deaf and Dumb in account with John Bacon, Treasurer, for Receipts and Payments from May 1st, 1834, to May 1, 1835.

1835—May 1, To cash paid to this date, viz :	DR.	
Family Expenses,		5248 87
Salaries of Matron, Principal and six assistant Teachers, and Steward,		4127 72
Manufactures, raw materials, &c.		2547 21
Bills receivable, temporary Loans,		1723 98
Interest, on Stock,		725 00
Incidentals,		417 06
Real Estate, curbing, paving, &c.		339 46
J. Haviland, balance due him,		152 63
House Furniture,		131 32
Private pay pupils, clothing,		55 19
School Furniture,		50 00
		15,518 44
Balance due the Institution,		4,433 39
		\$19,951 83
1834.		CR.
May 1—By balance due the Institution,		1700 56
1835—May 1, By cash rec'd to this date, viz:		
Commonwealth of Pennsylvania, for indigent Pupils,		7323 79
Loans refunded, -		3673 99
Private pay pupils,		2265 50
State of Maryland, for indigent pupils,		1918 68
Manufactures, sales of goods,		1541 56
New Jersey, for indigent pupils,		864 21
Legacies, of Elliston Perot, 100 of Rt. Wharton, nett 195—		295 00
Interest on monies loaned,		261 67
Charity Box, deposited by visitors,		49 02
Annual Contributions,		31 45
Life Subscription of Wm. Drayton, Esq.		20 00
Family Expenses, sales of sundries,		6 40
		\$19,951 83
E. E. Philadelphia, May 1st, 1835.		
JOHN BACON, Treasurer.		

The Contributors elected the following named gentlemen—officers and directors for the ensuing year.

President—Rt. Rev. William White, D. D.

Vice Presidents.

Thomas Cadwalader, N. Chapman, M. D.
Roberts Vaux, Thomas Astley.

Treasurer—John Bacon.

Secretary—James J. Barclay.

Directors.

Paul Beck, jun.	George G. Leiper,
Clement C. Biddle,	John Naglee,
John Vaughan.	Henry I. Williams,
Rev. Philip F. Mayer,	William Boyd,
Samuel R. Wood,	Lawrence Lewis,
George M. Dallas,	Abraham Miller,
Alexander Henry,	George W. Toland,
Franklin Bache, M. D.	Wm. M. Meredith,
Robert M. Lewis,	Wm. H. Keating,
Joseph R. Ingersoll,	Benj. W. Richards,
Samuel Hazlehurst,	Robert Hare, jun.
Jos. G. Nancrede, M. D.	Jacob Gratz.

From the Casket.

PENNSYLVANIA.

The commanding position which Pennsylvania occupies in regard to her sister states, is at once perceived by a glance at the map of the Union; intermediate between so many, she long enjoyed the carrying trade from the east to the west, till her neighbours successfully competed for a time, by having earlier finished important routes of transportation; but this she has now retrieved, and she stands again on the proud eminence which she had partially lost; that this is the case, will be partly the object of the following observations.

Pennsylvania, according to the best calculations, contains 47,500 square miles, and few states can boast, on the whole, of equal geographical advantages. On the east, you first have the western side of the rich valley of the Delaware river, whose branches, the Schuylkill and Lehigh, with many smaller ones, flow from the west, taking their rise in the eastern range and spurs of the Allegheny system of mountains. As you look further westward, you have the great and fertile valley of the Susquehanna, which flows down from New York, and whose great and important tributaries are the Western Branch, Juniata, with many smaller rivers and streams. The Susquehanna, with its wide spread branches, drains a very large part of the state. The basin of the Susquehanna is a mountainous region, intersected with extensive and fertile valleys, whilst its mountains abound in mineral wealth. As you proceed still westward, and take your stand on the dividing ridge of the Alleghenies, which in Pennsylvania is the last but one of the entire range, you see in the western part of the state, the upper end of the valley of the Ohio, composed of the valleys of the Kiskeminctas, which is formed by the Conemaugh, its tributaries, French creek, Toby's creek, and the Monongahela, Youhioghenny, and the Allegheny, with the Loyalhanna.

On the north, by means of the lakes, and the Erie and Hudson canal, the Delaware and Hudson canal, and many roads, produce reaches the city of New York or Canada. On the east, they naturally seek Philadelphia, and the Delaware Bay; on the south, they find by natural courses their way to Baltimore, which has long enjoyed a very large portion of the trade of central Pennsylvania; whilst on the west, the great and important outlet is the Ohio, which flows from Pittsburgh, bearing the natural productions, the manufactures and the transported goods from the east to Cincinnati, Louisville, St. Louis, New Orleans, and all the intermediate places.

The productions of this great state, are those of the middle states in general—such as grain of all kinds,

cattle, horses, sheep, &c., together with coal, iron, glass and lumber, which find markets through multifarious channels, natural or artificial.

The physical condition of Pennsylvania, rather than the moral state of its inhabitants, will form the contents of this article.

First, of the great communication between Philadelphia and Pittsburgh, which is undoubtedly the most important public improvement effected in America, perhaps, all things considered, in the world. The route from the east or Atlantic sea-board, to the valleys of the Ohio and Mississippi, commences at Philadelphia, where goods are loaded into ears, and traverse the Columbia rail road to the Susquehanna; here they are received into boats, and ascending that river by a canal on its eastern bank, through Middletown, and Harrisburg, the capital of the state, to the Juniata, below Duncan's island, and ascending principally on the northern side of that river arrive at Hollidaysburg at the Allegheny. Here a rail-road is constructed across the mountain, and the ears loaded with goods are drawn up the eastern side, and descend by means of stationary engines, which have been found to answer perfectly. At Johnstown, merchandise again takes a canal conveyance, reaching Pittsburgh along the banks of the Kiskeminctas and Allegheny rivers. This route, perplexed and tortuous as it looks upon the map, is the cheapest means of conveyance from the Atlantic to the West; goods are transported from Philadelphia to Pittsburgh, for one dollar the hundred weight, and it is more than probable that the rate of freights will this year be reduced to eighty cents! Formerly, by wagons over turnpike roads, merchants had to pay from three to six dollars for the same.

By following the marks on the map,* the reader will readily perceive the route laid down for this vast undertaking. It was many years delayed by the difficulty of getting the members of the Legislature to vote the necessary appropriations—those from other sections of the state insisting upon their own counties receiving aid to complete local improvements of no importance to the main line, but which are gradually coming into play.

Philadelphia and Columbia Rail-road.—First in the order of our great chain of improvements, must of course be enumerated the Philadelphia and Columbia Rail-road. It commences in Broad street, Philadelphia, at the intersection of Vine street; from this point, however, though it constitutes the commencement of the state road, various branches pass to different parts of the city, one to the Northern Liberties, and one down Broad street and thence to the Navy-yard, the south-east point of Philadelphia. From Vine and Broad streets, the line extends up the valley of the Schuylkill, passing Pratt's garden, to the viaduct, a distance of three miles; this viaduct or substantial bridge, crosses the Schuylkill just below Peters' Island; it is 1045 feet long, 41 feet wide, and 30 feet above the surface of the water; it is built on six piers of hammer-dressed masonry, one of which is in 26 feet depth of water; and in addition to a double track of rail way, affords ample convenience for foot passengers. Immediately succeeding the viaduct, comes the Schuylkill inclined plane, the length of which is 2805 feet, and lifting one foot in fifteen. At the head of the plane is a steam engine of 60 horse power, with which is connected a fan wheel and friction lever, to aid it in passing cars down the plane; the capacity of this arrangement, it appears by the report of the engineer, is such as to enable him to pass over 1920 tons every twelve working hours.

The line passes from this elevation, through a fine country, undulating in the character of its surface, and requiring heavy excavations and embankments, through parts of Philadelphia, Montgomery and Delaware counties, till it reaches the viaduct of Valley creek. The road in this section, presents various curvatures; a flat

*A neat map accompanies this article in the Casket.

rail 15 feet long and $2\frac{1}{2}$ by 5-8, laid upon two continuous lines of granite sills, well embedded in trenches of broken stone, forms the superstructure. The Valley creek viaduct is composed of a wooden superstructure or abutments and piers of rubble masonry; it is composed of five spans, altogether, with the piers of 392 feet; it is 18 feet wide and from 35 to 55 feet above the ground.

Leaving this towering structure, the traveller catches the first glimpse of the great Chester valley, well known as one of the most fertile regions of the Union. At the distance of 21 miles from Philadelphia, the road is intersected by a branch road leading to Westchester—the cost of which was about \$85,000 for a single track. At 30 miles, a little to the south of Downingtown, it crosses to the East Brandywine, by a viaduct 465 feet long and 25 feet high, on a construction similar to that of Valley creek. Some distance further, the line crosses the West Brandywine, by a viaduct 835 feet long.—Still ascending the main valley of Chester, the line reaches the summit, which divides it from that of Lancaster. This spot is known as the deep gap cut through Mine hill, and it is believed that for its size there is not another instance of similar difficulties having been overcome. The slips and springs were so numerous, as to absorb every thing thrown into them, and the difficulty was overcome by heavy piling and substantial platforms. Thence descending the Lancaster valley, the road crosses the Pequa and Mill creek by substantial viaducts; thence following the general features of the country, it reaches the immense bridge over the Conestoga river, the whole length of which is 1412 feet. It now enters Lancaster, and passing through a beautiful level country, crosses the little Conestoga, and soon reaches the summit of the Columbia inclined plane, where a view is obtained of the broad and noble Susquehanna, covered with arks and boats bearing the varied products of the north and west, and spanned by its new and magnificent bridge a mile and a quarter long. The Columbia plane is 1800 feet long, with a rise of 1 in 20—the engine is of 40 horse power. From the plane, the line passes through Columbia to the basin of the eastern division of the Pennsylvania canal. Distance, 81 $\frac{1}{2}$ miles.

An entire single tract on this whole route is now finished, and most of the distance is finished with a double track. The cost of the whole line, when completed for locomotive power, including the cost of the steam engines will be \$3,595,809 98, or about \$43,851 per mile.

Entering the Pennsylvania Canal at Columbia, the route follows the course of the Susquehanna to the mouth of the Juniata, and up the Juniata to Hollidaysburg, at the eastern base of the Allegheny mountain, a distance of 171 miles 246 perches.

Allegheny Portage Rail-Road.—At the termination of the eastern division of the main route, which has now passed up the rugged ravine of the Juniata to Hollidaysburg, the road crosses the Allegheny mountain at the Blair's gap summit by the portage rail-road, which from the highest point descends the valley of the mountain branch of the Conemaugh, and terminates at Johnstown, where it intersects the western division of the canal, being a total distance of 39.69 miles, overcoming in ascent and descent an aggregate of 2570 feet, 1398 of which is on the eastern, and 1172 on the western side of the mountain. The design was originally entertained of connecting the main Pittsburg route, by continuing the canals by means of numerous locks and dams as far as possible on both sides, and then to tunnel through the mountain summit, a distance of *four miles!* Fortunately, however, this extravagant idea was abandoned, and surveys for the rail-road commenced as early as 1828, were continued year after year by various engineers, till the final appointment of Sylvester Welch, under whom its present location was made, and its construction brought to a successful termination. The structures on this vast undertaking

exceed in their size, beauty and utility, any thing of the kind in America. The ascent and descent have been overcome by ten inclined planes, lifting variously from 150 to 307 feet, and varying in inclination from 4 deg. 8 min. 48 sec. up to 5 deg. 51 min. 9 sec.

There is also on this line of road, a tunnel of 870 feet long, and 20 feet high, through the staple bend of the Conemaugh, arched for 160 feet from each end. All the viaducts and bridges have been built of the most substantial mortared masonry, the character of which is in perfect keeping with the mountain pass. The principal viaduct on the line, is that over the Horse-Shoe bend; it is a single semi-circular arch of 80 ft. span, and a total height of structure above the surface of the water of 85 feet, and costing \$54,562. The Ebensburg and Mountain branch viaducts, 40 feet span each, may also be named as among the principal structures; the whole number of culverts laid in mortar, is *sixty-eight!* The plan of a road structure, is one of the greatest strength and stability, answering to the importance of the line; it consists at the Clarence rail, weighing 41 pounds to the yard; the chains of which are placed on the stone block of three cubic feet each. The total cost of this gigantic road, will exceed a million and a half.

In October, 1834, this portage was actually the means of connecting the waters of eastern Pennsylvania with those of the Mississippi, and as the circumstance is peculiarly interesting, we here placed it on record. A man named Jesse Chrisman, from the Lackawanna, a tributary of the North branch of the Susquehanna, loaded his boat with his wife, children, beds and family accommodations, with pigeons and other live stock, and started for Illinois? At Hollidaysburg, where he expected to sell his boat, it was suggested that the whole concern could be safely hoisted over the mountain, and set afloat again in the canal. This was actually done without disturbing the family arrangements of cooking, sleeping, and so forth. They rested a night on the top of the mountain, like Noah's ark on Arrarat, and descended next morning into the valley of the Mississippi, and sailed for St. Louis!! This novel feat may lead to important results; boats may leave Philadelphia via the Union Canal, and go to New Orleans or St. Louis!

Western Division.—Again taking the canal at Johnstown, at the foot of the portage, the route is along the Kiskeminetas at the western base of the Allegheny, down that stream and the Allegheny river to Pittsburgh, a distance of 105 miles, making a distance from Philadelphia to this point of shipment to all the western states of more than 394 miles! This is now the great high road between the eastern and western states, already having worked a complete revolution in the system of transportation, and driven from the turnpike roads the old and long standing convoys of Conestoga wagons.

From Pittsburgh and its vicinity two other canals of great importance are projected or in progress. *First:*—

The Pittsburgh and Erie Canal, to intersect the western division at the mouth of the Kiskeminetas and continue along through Venango, Crawford and Erie counties (see map) to lake Erie, to be supplied at the Conneaut Summit with water from French creek by a feeder, the length of which is 19 miles, commencing at the flourishing town of Meadville.

The Beaver Division commences at the town of Beaver, 30 miles below Pittsburgh on the Ohio river, and ascends the valley of the Big Beaver river and Shenango creek, till its termination in Mercer county, a total distance of 30 miles and 240 perches. This will be open in the spring of 1835, and will ultimately extend into Ohio, bringing her rich products to our doors. It cost about \$16,650 per mile, part of the distance being slack water.

The North Branch Canal commences at the mouth of

the Juniata, up the Susquehanna to its forks at Northumberland, thence up the North branch to a point, two miles below Wilkesbarre, in the very heart of the Bituminous coal fields. Distance 96 miles, 295 perches. It is contemplated to extend this at some future day to the north line of the state, when a communication may take place with the Erie canal by rail road and canal lines.

West Branch Canal, commencing at Northumberland, and ascending to Dunstown to another region of bituminous coal, distance 66 miles and 178 perches.

Youghiogeny Canal. Another important canal is proposed, to commence at Pittsburgh and ascend the Youghiogeny to the foot of Laurel Hill.

We have now enumerated the western canals and among the state improvements it only remains to mention—

The Delaware Division. This commences at Bristol on the Delaware, and extends to Easton; length 59 miles 240 perches. The first object in constructing this canal, was to accommodate the coal trade of the Lehigh, which it now effectually does; but an important matter connected with it, hereafter, when it is extended, as it must be, will be the trade of the upper part of the Delaware river running through a rich country capable of supplying us for a very long period with lumber and produce.

Among the canals authorized, and now in progress, at the expense of the state, and likely to be navigable in 1835, should also be named the following:

From two miles below Wilkesbarre, up the North Branch of the Susquehanna, to the mouth of the Lackawanna, distance 12 miles, 316 perches. This will extend to the centre of Bradford county; and be an important portion of our improvements. To this will be added, in time, branches wherever they are practicable; bringing the produce of most of our counties to the common centre of all, the warehouses of Philadelphia.

We shall now enumerate the many Canals and Rail Roads, constructed in Pennsylvania by

CORPORATIONS.

First in our list, and starting from Philadelphia, must be mentioned.

The Schuylkill Navigation, from Port Carbon, on the Schuylkill, to Philadelphia, length 108 miles; calculated not only to accommodate, as a main artery for the coal business, the vast trade of that region, but to connect with

The Union Canal; beginning on the Schuylkill, opposite the great town of Reading, and crossing to the Susquehanna at Middletown; length 82 miles, 88 perches. This is an important work, which has struggled through all sorts of difficulties, incident to its being a pioneer in internal improvement; and the nature of the country, supplying at first but an imperfect quantity of water. It is now in good condition, and calculated to accommodate a vast amount of local and distant trade. It is intersected by a

Branch Canal, and Feeder; belonging to the same company, 22 miles in length, with a rail road of 4 miles, to the Pine Grove coal mines.

The Lehigh Canal, intersecting the Delaware Division of the Pennsylvania Canal at Easton, and ascending the Lehigh to Mauch Chunk, distance 46 miles: this is a very important outlet for the Lehigh coal and lumber, and will be spoken of more at large, in that portion of our description relating to the Pennsylvania Coal fields.

The Hudson and Delaware Canal, a part of which is in our State, from Honesdale, on the Lackawaxen, to the mouth of that stream, 20 miles.

The Danville and Pottsville Rail road. This important line of communication, was partially opened for business, on the 24th of Sept. 1834; the portion then completed, embraces about a third, as to expense and

labour of the whole work, and surmounts all the great obstacles. It commences at the Western end of the Mount Carbon rail road; which unites it with the Schuylkill Navigation, reaching the summit of the first great impediment, the huge Broad Mountain, by easy gradations, and by one steam engine and four self-acting planes, and through a tunnel of elegant workmanship, exactly 800 feet in length. To show the science of the engineer employed on this great tunnel, it may be stated that, though it was excavated from both ends, not a joint is perceptible at the meeting of the work. The cost of the tunnel alone, was about \$22,000. The passage of the planes is accomplished without delay or hazard; the descending cars drawing up the ascending; and when they are not sufficiently numerous or weighty, for the object, loaded wagons are hitched on; the rope to which both the ascending and descending cars are attached, is an endless one, revolving round pivot wheels at the top and bottom. This division of the road is already very useful: the Western division, extending by a continuous descent, from the Shamokin coal field, to the basin of the Pennsylvania Canal, at Sunbury, 20 miles, is rapidly advancing to completion; and within the year 1836, the whole route may be expected to be fit for travel; when the immense trade and produce of the Susquehanna Valleys; reaching far into the fertile portions of New York; and comprehending a population of a million of inhabitants, will be attracted to this near and direct route to the city of Philadelphia.

This rail road company have also a lateral short road, connecting it with the Girard coal mines through another tunnel: this will ultimately be extended, forming a communication between the Mahanoy and Shenandoah valleys. The company have a lease for mining, from the city of Philadelphia, and will pursue the business, for a time, to increase their tolls.

There is now no doubt of the complete success of this great communication from Philadelphia to the centre of Pennsylvania. Steam boats have been built to run on the upper waters of the Susquehanna, penetrating to the very heart of New York: in addition, there will be to swell the trade of this road, the iron, and bituminous coal of the West Branch, the farms and timber of both, and the travelling, which will be immense. It is destined to form a link in a great chain of road from Philadelphia, by the Schuylkill and West Branch, to Lake Erie, and we are not sure that very much of the Western transportation trade, will not ascend the Schuylkill, traverse the Danville road, and discharge the goods for the valley of the Mississippi, into the State improvements at Sunbury: it will be a matter of competition between this route, and the Columbia rail road, which time and experience must finally settle: at all events it is extremely important to have these two outlets; for should one be, by any unforeseen accident, out of order for a short period, the other can be used.*

The Lycoming and Tioga Rail road, also connects us with the State of New York, and we have, in this enterprise, a most truly important result in embryo: it is one of the *feelers* put out, destined to effect great results.

Conestoga Navigation; an improvement of Conestoga creek, by locks and dams, from its mouth up to the city of Lancaster; a distance of 14 miles. This was constructed before the Columbia rail road was located, and it may be noted as the only failure of an improvement in the state of recent date. Goods actually came from Lancaster to Philadelphia by water, by this canal, and the Susquehanna, and thence through the Chasapeake and Delaware Canal; but it was found tedious, and the construction of a rail road has superseded its necessity.

The Codorus Navigation; an improvement of Codo-

* Another route to the West, is open through the Union Canal: spoken of in another place.

rus creek, up to the borough of York, length about 10 miles.

Total of canals now in use, over 850 miles!!! The system adopted by the State, commenced in 1826, only 8 years since: it will embrace when completed entire:—

1. A great line of communication from Philadelphia, passing through Lancaster, Columbia, Middletown, Harrisburg, Lewistown, Huntingdon, Hollidaysburg, Johnstown, Blairsville, Pittsburg, Beaver, New Castle, and Meadville, to the borough of Erie, on Lake Erie: the whole distance, 481 miles; of which 118 miles are by rail road, 20 miles by the Ohio river, and 343 by canal. This passes through the great iron region of the Juniata, the salt and bituminous coal of the Conemaugh, Kiskeminetas, and Allegheny, and a country abounding in all the richest products of nature.

2. A great line from Philadelphia to the junction of the Tioga, with the North Branch of the Susquehanna, on the boundary of New York; where a communication is now forming with the Erie canal, by way of Chenango point. This line diverges from the former, at the mouth of the Juniata, and passes Liverpool, Selin's Grove, Sunbury, Northumberland, Danville, Berwick, Wilkesbarre, Pittston, Towanda, Athens, and a number of other important points. It passes through the Wyoming coal region, and opens a rich agricultural country to market. Whole distance 324 miles; of which 81 miles are by rail road, and 234 by canal—common to the great western route, 81 miles of rail road, and 43 of canal.

3. The West Branch canal, from the mouth of Bald Eagle, to the forks at Northumberland; where it unites with the line last mentioned. It opens some of the richest land in the State; the valuable iron of Bald Eagle valley, and the inexhaustible beds of bituminous coal on the West Branch, and its tributaries. These articles will have their choice of markets between Philadelphia and the interior of New York: or if it is advisable, may descend in their old channel to Baltimore, and even Norfolk.

4. The improvement of French creek, and the Delaware canal; to say nothing of the corporations, all tributary and important to the grand design.

As further tributary to this great system, we should here enumerate, though they are not, of course, in our map, as improvements originating or constructed at the expense of Pennsylvanians: the

Chesapeake & Delaware Canal,
The French Town Rail road,
The Delaware & Raritan Canal,
The Camden & Amboy Rail road,
The Morris Canal,
The Philipsburg Rail road,
The Germantown & Norristown Rail road, &c.

And we hope to add, ere long, a connection between the great western route and the Ohio canal.

We have not enumerated here, the rail road to bring coal down from the mines, to the Lehigh canal, nor the various private roads for transporting the anthracite in Schuylkill county, from the various veins to the landings. They constitute, however, very important links, and exhibit an amount of individual enterprise, truly praiseworthy and astonishing. Some interesting facts on this subject, will be found under the head of "Coal fields."

One great and important improvement, to render our expenditures complete, remains to be executed; viz:—by improving the channel of the Ohio river, and employing steam boats for towing canal boats between Pittsburg and Beaver. The canals of Pennsylvania will be unobstructed by ice from nine to ten months in the year, and the Ohio river is at all times open during canal navigation. In ordinary seasons, steam boats of 80 to 100 tons, are not prevented by low water more than from three to four months, from visiting Pittsburg.—

But in very dry years, west of the mountains, there are about five months that such steam boats cannot run on the upper part of the Ohio river: it is believed by well informed persons, that \$60,000 expended in erecting brush wing dams in the Ohio, and clearing out bars at the ripples, would secure uninterrupted navigation for canal boats, and no other improvement is necessary.—It is also worthy of remark, that the boat channels, through almost all the ripples, between Pittsburg and Beaver, is near the north shore of the river; and hence the formation of a towing path along the river bank, has been suggested. The great interests involved in the improvements already made, and in the contemplated extension of the Pennsylvania canal to Lake Erie, will, within a short period, require this link in the north western chain of communication to be completed.

One thousand tons of freight per week, were received during part of the last autumn, to be forwarded, but was detained sometime for a rise of water: punctuality is the life of business: this requires certainty in the means by which engagements may be fulfilled. Therefore, in a contest for the rich trade of the West, we should avoid all risks or delays, that may arise from either floods or low water, by having continuous canals from the Allegheny mountains to Lake Erie, and to the Ohio river, below its principal obstructions: and hence the extension of a canal to Big Beaver, will become necessary.

An act has been passed by the Ohio Legislature, entitled, "An act to incorporate the Pennsylvania and Ohio Canal Company;" this was in 1827, and ten years were allowed, or otherwise the charter will be forfeited. It will be seen at a glance, that a union of the Ohio and Pennsylvania canals, as contemplated, will be highly beneficial to both states. A cross cut canal from Akron on the Ohio canal, along the valley of the Mahoning, to the Pennsylvania canal, would open a direct, safe, cheap and expeditious channel for the citizens of Ohio, to send their agricultural productions to a market on the seaboard, and enable them, in return, to receive merchandize from the east. It would open an extensive outlet for the salt, iron, marble, &c. of this state, and greatly increase the trade and manufactures of Philadelphia and Pittsburg; give activity to trade, employment to capital, and business to merchants, traders and boatmen; and consequently it would stimulate and promote the great and primary interests of agriculture. It would also add greatly to the streams of revenue pouring into the coffers of the commonwealth, which they so much need.

Should the Western division be extended to Big Beaver, and the Beaver division be continued to the Ohio line, every ton of goods passing through the cross cut canal, bound to or from Philadelphia, would be carried 454 miles on our state improvements, and pay from \$7 50 to \$12 00 toll into the state treasury. Hence, a company starting two boats from each end of the line daily, each one carrying only 25 tons, would pay \$1,000 tolls per day, or from \$200,000 to \$250,000 during the season of navigation every year.

The importance of the Erie route it is not necessary to dwell on; the people are awake to the subject. In 1828, about 450 tons was the aggregate burden of all the vessels of every description navigating the lakes; but their aggregate burden at this time is unquestionably 18,000 tons, including more than 20 steam boats, many of which are of the largest class, and all have constant and profitable employment. In 1829 the amount of merchandize sent westwardly from Buffalo, was 7150 tons, but the estimated amount of the present season is three times greater. At least 60,000 emigrants have passed from Buffalo up the lakes each of the two past seasons; and this tide of hardy enterprising citizens will continue to flow on until the present outlets from the lakes can no longer vent their surplus products. From the rapidity with which the "Great West," is settling,

this trade, large as it is at present, must increase ten-fold very soon from the rapidly rising Michigan territory alone. Even a moiety of its present amount secured to Pennsylvania, and her commercial cities would justify the necessary expenditure of extending the canal to the Bay of Presque Isle, where the unrivalled harbor of Erie is easy of access at almost all times, which is not the ease with the other parts of the lake communicating with the rival canals.

Dismissing this subject to the consideration of a patriotic legislature, we have only to remark that by the completion of our main route, the whole course of trade in many articles has been changed. The citizens of Louisville and Cincinnati are already greatly alarmed; they formerly enjoyed the business of depot agents, bringing all heavy freight from New Orleans up the river; it now descends from Pittsburg. Many of the heavy articles of merchandize which were formerly shipped from Philadelphia to the western states, by the way of New Orleans, are now forwarded by our canals and rail roads, and many articles, such as wines, coffee, liquors, queensware, fish, &c. which for some years have been purchased by the western merchants in New Orleans, are now bought in Philadelphia. On the opening of the canal, carriage to Pittsburg from here, by waggons was \$3 50; it immediately fell to half that sum, and we now see goods going in great quantities from New York and Baltimore through Pennsylvania, to be delivered in Louisville in 15 days instead of 40 or 50 by the sea route. In return freight we are receiving cotton, tobacco, hemp, pork, flour, whiskey, iron, &c. &c. These are glorious results in which Pennsylvanians, however they lament the debt of *twenty millions of dollars* incurred in bringing it about, may well exult. Her prospects for the future are bright; so bright that we might be accused of exaggeration if we attempted to follow them out in all their amplifications. The first boat from Philadelphia to Columbia, via the Union and Pennsylvania canals, dates its passage so lately as April, 1833; the rail road communication is more than a year later; those routes are however already crowded with merchandize and passengers; the latter take our rail road for the west in greater numbers than could have been anticipated, and new stages have to be constantly added.

The statement we have entered into includes all the works undertaken by the state and by corporations; it is, we trust, sufficiently lucid to show that the Pennsylvania system of internal improvement is simple in itself, and that almost every part is not only necessary to the perfection of the whole, but is successful as soon as finished. By an examination of the map it will appear that every important section of the state which it was practicable to reach has been brought into communication with Philadelphia. The counties on the southern border, whose waters run into the Potomac and Monongahela, are alone excluded by the operation of natural causes. But Adams, Franklin, Bedford, and other counties are too fruitful and important long to remain without canals or rail roads; they have heretofore sought a market in Baltimore, which seems in fact to be their natural port, but as soon as all the great works now so costly are in the full tide of successful experiment, we have no doubt of seeing a rail road from Chambersburg, or a point even further west, undertaken, to join that at Columbia.

Philadelphia has already three artificial communications with the valley of the Susquehanna—if we include the Frenchtown rail road, there are four; a fifth will be the Danville and Pottsville rail road; a sixth is practicable and will undoubtedly be executed; we allude to a communication from the head of the Lehigh canal, to the North Branch, either at Berwick or at Wilkesbarre. Fifty miles of canal, or 35 of rail road will effect this object. The effect of these multiplied communications it needs no prophet to foretell; they cannot fail to promote the greatness and prosperity of Philadelphia, any

more than to develop the whole resources of the rich interior while they conduct the trade to the best market. It will be observed that many of the channels formed, have direct reference to the coal fields, and it is a beautiful part of the system that while accommodating this great source of wealth to the state, the same modes of conveyance are applied to the transportation of goods to and from the valley of the Mississippi.

It has been remarked, that three canals, each passing through a very extensive and productive country are poured into one common trunk between Middletown and the mouth of the Juniata, and it has been argued that if all these canals do a good business, the common trunk must be overloaded; but by the successive drains to which we have alluded, a choice of conveyance to Philadelphia is afforded, suited to the peculiarity of every description of merchandize. These routes afford the best possible means of inter-communication between different sections of the state and other states, and for the interchange of commodities produced by one and wanted by another. Having now exhausted our space for topics of this nature we must turn our attention to the subject of the coal field formations, and explaining the most interesting matters connected with it in a manner suited to its importance, with a few other miscellaneous observations we shall be compelled to close this at best imperfect sketch with the remark that a whole Gazetteer would be required to contain the matter we should desire to insert respecting "the key stone state."

[To be Continued.]

From the Pittsburgh Advocate of July 20.

IMPROVEMENT OF THE ALLEGHENY.

In my last address lately published in your paper, and also in the Pittsburgh Gazette, for the improvement of the Allegheny river, I suggested the idea of making an inclined plane at the large ripples, extending from the pools above the ripples to the pools below, through the shoals formed on that side of the river where the current did not pass at low water mark, to be made near the bank of the river. The plane should commence in the upper pools, at the depth of four feet below the surface of low water mark, and extend in a right line into the pools below, at a point four feet below the surface of the water at low water mark. This suggestion was made with a view of having a railway made on this plane, for the purpose of taking steam boats on the same—"as by a reference to the publication referred to, will more fully and at large appear."

This inclined plane may also, by letting a continued current of water pass through it, be used for the purpose of a canal for steam boats to pass through. The current of the water need in no case be more than from one fourth to one half a degree of inclination, the resistance occasioned by gravity alone at the largest estimate would be only about ten pounds perpendicular weight to the ton. The resistance of the water would be another matter, and perhaps no steamboat with any degree of pressure at present used, would be sufficient to overcome both of these obstacles by means of wheels as at present used, particularly in proportion as the resistance against the boat increases by the current, so does the resistance of the water against the buckets decrease; and of course a greater velocity of the wheel be required to give a certain impulse to the boat than would be required in slack water, when the resistance against the wheel would be greater.

There are, however, numerous methods of overcoming this apparent objection to this mode of improvement. In the first place you might have the difficulty overcome by horse power, in some cases this might be the most economical and the best—I do not mean to go into particulars at present.

Another mode would be to have a large wheel placed on a frame in front or at the sides of your boat or both,

and by means of a rope or ropes placed at a fixture in a pool and attached to the shaft or shafts of your wheel or wheels as the case may be; you may wind the boat to the entrance of the upper pool; this is in principle the same as that adopted three fourths of a century since on the Susquehanna, to take keel boats up the stronger ripples by attaching a rope to a tree on the bank and winding it round a windlass attached to and turned in the boat, the shaft of the wheels on the steam boat might be used as a windlass for the same purpose, and of course be turned by the steam power. The diameter of the cylinder, if small, would of course require less force to turn it against a given resistance to the boat, than a large one, and as this diameter would be irregular, as its size would be affected by the number of tiers of the coils of the windlass; there might be some difficulty in case of a long rapid of making this application.

There is, however, a mode which might be adopted free from this difficulty. It will be readily perceived, that in proportion to the rapidity of the current, your windlass must be lessened in proportion to the size of the crank and stroke of the pitman. If one coil of the rope be three feet in length a greater force would be necessary to effect this than if only twelve inches in length. The boat of course in the latter instance would move slower. The mode proposed is for your rope or chain (the latter of which will be preferable) to have but one or perhaps two coils round the windlass and pass over the stern of the boat, and be attached to a post at the lower pool or what will do as well let it drop in the canal behind the boat, and thus pass up into the upper pool. There are other modes that might be applied now within the view of the writer; he has already stated that he is one of those who do not believe that 'we have seen an end of all perfection here below,' and it is now believed that better modes than those suggested may yet be discovered.

It is now more than thirty years since I made a drawing of a boat with a wheel in front and one at each side and a double crank, on which poles were placed by a swivel on each. The object was to show the manner in which a boat could by the very means of the current itself be taken up a ripple. This will be well recollected by the present editor of the Pittsburgh Gazette, to whose father, the late Major Isaac Craig, who had been in the engineer corps in the revolutionary army, I then exhibited the draft, and who agreed, in case of a regular plane and a regular hard gravel bottom it might be done—such means might be adopted to ascend the inclined planes in the canals now referred to, as the bottoms could be made so that there would be no difficulty in the ends of the poles having a firm hold on it. It would be no difficult nor expensive matter to have a cogged rail track on each side of the canal on which cogs, the ends of shafts of the wheel or wheels might be made to work in them (they also having cogs to suit the rail tracks) and by this means the boats might be taken up. I have now merely given an outline in much haste—objections may be easily made which can be as easily answered. The fault may perhaps in part be my own, from want of time, not being more precise and explicit in my explanations.

A. W. FOSTER.

From the Pittsburgh Advocate of July 22.

The communication I handed you yesterday has anticipated some of the enquiries made by the writer of the article in your paper of this morning, signed 'M.' addressed to me.

The work by Charles Babbage, Esq. A. M., I have never seen; any value that may be in any of the suggestions I have made is more the result of reflection than of reading. The mode proposed of removing rock by means of projecting cams [or cambers,] from the axis of the wheels operating upon levers, upon the ends of which levers shod with pointed iron, [I presume

steel is intended] would no doubt operate with considerable effect upon a ledge of slate rock. The effect would be more doubtful on hard free stone, or other hard stone, at least be much slower in its operation. The application of power in the mode suggested is the same in principle as that seen in our forges for working the tub bellows. The pointed irons or steel must have a length in proportion to the depth of the water, as the water would arrest the force of the blow, if the end of the lever should dip into it; the whole process may be called *picking the rock by means of water power*. I would not trust the removing of the detached pieces of rock into the pool below by the mere force of the current, down such an inclined plane as any of our ripples afford. Major Kearney thinks the gravel would not be removed from the aprons of the low dams he proposes on the Allegheny, which dams of course greatly increase the inclination of the plane. If, however, once loosened, they can be readily removed—steam power might be applied for the same purpose, and in the same manner, and in small ripples where the current is of course not rapid, would be greatly superior to any water that could be brought to bear upon it. The boat may be readily moved across or up the stream, at pleasure in the mode suggested.

The success of the mode proposed of running up boats through the rapids, could not be doubted, by placing a permanent fixture some distance above the head of the ripple to which the end of the rope or chain could be attached, as mentioned in my communication of yesterday. The advantages of the same passing round the windlass or cylinder to a fixture in the pool below, as mentioned in that communication, is manifest. The writer of that article should have written under his real name, or at least communicate it to me, as more satisfactory information could have been communicated by me personally.

A. W. FOSTER.

Saturday morning, July 18, 1835.

From the Pittsburg Times.

ANNIVERSARY OF THE "ALUMNI."

A stated Annual meeting of the "Alumni" of the Western University of Pennsylvania was held, in the Hall of the Tilghman Society, on Tuesday 30th June, 1835.

The President called to order at half past nine o'clock in the forenoon, and the following resolution was offered by Mr. Abner L. Pentland, viz:

Resolved, That the Society do now proceed to the election of Officers for the current year.

The motion was taken by the chair, but before the question could be stated, Walter H. Lowrie, Esq. Chairman of the Committee of Arrangements announced the arrival of the hour appointed for the delivery of the Annual Oration, and that a very respectable audience had assembled for the purpose of hearing the same—whereupon the Society immediately proceeded to the Hall of the University, when the following Order of Exercises was observed:

1. Prayer, by the Rev. Joseph Kerr.
2. Oration, by Cornelius Darragh, Esq.
3. Benediction, by Rev. Dr. Bruce, Principal of the University.

The Exercises being concluded, the Alumni returned to the Hall in which they had previously assembled, and the President put the question upon the resolution offered by Mr. Pentland, which was carried in the affirmative, and the following gentlemen were thereupon elected officers for the current year.

- President—W. W. Irwin, Esq.
 1st Vice President—Rev. Joseph Kerr.
 2d do do —Robt. R. Simpson, M. D.
 Corresponding Secretary—Mr. Abner L. Pentland.
 Recording Secretary—Thomas Liggett, Jr.

Treasurer—Jonas R. McClintock, M. D.
 Orator—Rev. Joseph Kerr.
 Alternate Orator—W. W. Irwin, Esq.

The President then appointed the following gentlemen as the Committee of Arrangement for the ensuing year, viz: Cornelius Darragh, Esq., Dr. J. R. McClintock, Andrew Burke, Esq., Thos. Hamilton, Esq. and Mr. Robt. E. Sellers.

On motion of W. H. Lowrie, Esq.,

Resolved, That a Committee be appointed to request of Mr. Darragh a copy of his Address for publication.—And the Chair appointed the following gentlemen to be said Committee, viz: W. H. Lowrie, Esq., Rev. Joseph Kerr, J. R. McClintock, M. D., Andrew Burke, Esq., G. D. Bruce, M. D., Thomas Hamilton, Esq., and Mr. R. E. Sellers.

On motion of W. H. Lowrie, Esq.,

Resolved, 1st, That a Committee of seven members be appointed whose duty it shall be to report to this Association the best means that in their opinion can be adopted for the purpose of promoting the interests of the Western University of Pennsylvania.

2d. That a Committee of seven members be appointed to call the attention of the public to the necessities of this University, and to its claims upon the citizens of Western Pennsylvania.

The following gentlemen were appointed as a Committee to act under the first resolution—W. H. Lowrie, Esq., William Kerr, M. D., Mr. A. L. Pentland, Thomas Hamilton, Esq., Cornelius Darragh, Esq., Robt. B. Simpson, M. D.; G. D. Bruce, M. D.

Committee under the 2d resolution—C. Darragh, Esq. Mr. R. E. Sellers, Andrew Burke, Esq., Charles J. Gileland, M. D., J. R. McClintock, M. D., Messrs. Thomas Liggett, and Wm. M. Bell.

On motion of T. Hamilton, Esq.,

Resolved, That the Treasurer keep a statement of the expenses of each year, and report the same to the association at its annual meetings, and that each member contribute his proportion towards the discharge of the same.

On motion of Dr. McClintock, it was unanimously

Resolved, That a Committee of five members be appointed for the purpose of requesting the Rev. Dr. Bruce to sit for his portrait; and that said Committee, should their request be complied with, be authorized to employ a suitable artist.

The President then appointed the following gentlemen as a Committee under the above resolution—Dr. J. R. McClintock, Cornelius Darragh, Esq., Robt. B. Simpson, M. D., Walter H. Lowrie, Esq., and Mr. Abner L. Pentland.

The Chairman of the Committee of Arrangement then reported that said Committee had provided a supper for the Association at the Ohio and Kentucky Hotel, and invited as guests, a number of gentlemen of this city and vicinity.

On motion, Resolved, That the report be accepted.

The Society then on motion adjourned.

In accordance with the foregoing arrangement, the Alumni assembled in the evening, at the Ohio and Kentucky Hotel, and at eight o'clock sat down to an elegant repast, provided for them by the enterprising landlord, Mr. Wm. Richart.

The Rev. Dr. Bruce, Rev. Dr. Black, and other distinguished literary gentlemen were present as invited guests.

After the cloth was removed, the President of the evening, Wm. W. Irwin, Esq. read the following

REGULAR TOASTS.

1. The Anniversary of "the Alumni."—Let it be cherished in their affections, and in all time dedicated to the cause of Science.

2. The Land we live in.—The land of freemen: It is our birth-place, our home, and our country. Let us ever be ready to defend it as we would our firesides.

3. The Art of Printing.—A blessing to the human race. The people of America can appreciate its value.

4. The Liberty of the Press.—The guilty fear it, but to the honest mind it presents no terrors. Let it be preserved inviolate.

5. The right of conscience, of suffrage, and of opinion.—The main elements of civil and religious liberty.

6. The Republic of Letters.—A community which scorns the distinctions of birth and fortune. Its history demonstrates the fact that liberty and learning are co-extensive and inseparable.

7. Greece.—Formerly the "*Mistress of the World.*" Tho' her eye is dim, and her ancient strength departed, still

— "On her voiceless shore
 Exist the remnants of a line
 Such as the Doric mother bore."

Shall she not again put on her glory?

8. The Memory of Washington.—The good,—the great,—the brave,—the wise,—the just,—the immortal Washington. "He found his native country a pitiful province of England:—He left her, oh! glorious destiny, a great and independent Empire."

9. The Army and Navy of the United States.—They exhibit an honorable union of courage, patriotism, and science.

10. The President of the United States.—The French complain of the *wound* he has inflicted. The *Cambridge Doctor* can prescribe a cure.

11. The Western University of Pennsylvania.—We are attached to her by the ties of early association.—May there be a union of all interests to advance her prosperity.

12. The President of the Board of Trustees of the Western University.

13. Our worthy Principal—The Rev. Dr. Bruce.—An accomplished gentleman, profound Scholar, and exemplary Christian. We wish him the unalloyed enjoyment of every earthly happiness.

14. The Rev. Dr. Black.—Late Professor of Ancient and Classical Literature in the Western University.—Distinguished for his great erudition and capacity to train youth *more majorum*. We *feelingly* recall the many *striking* evidences of his kindness and good will.

15. The memory of the Rev. Jos. Stockton.—Principal of the old Pittsburg Academy. His memory is cherished with affection by those who enjoyed his instructions, and with respect by all who knew him.

16. The memory of Dr. George Stevenson.—First President of the Board of Trustees of the Western University. A soldier of the Revolution and a polished gentleman.

17. The University of Pennsylvania.—Like the mother of the Gracchi, well may she exclaim in pointing to her sons—"These are my jewels."

18. Dickinson College.—An ancient and honorable institution which hath furnished forth many distinguished men to fill high offices in their native country.

19. The Colleges of Washington and Jefferson.—May their destinies be worthy of the illustrious names by which they are designated.

20. The dead Languages.—Fountains of living light, illuminating the way to the temple of science.

21. Free Schools.—The nurseries of *free men*. They will level the odious distinction of rich and poor, and teach the people to love one another.

22. Washington Irving.—The model of an American gentleman. Tribute has been paid to his genius in foreign lands. Americans acknowledge with pride and gratitude the claims of their illustrious countryman.

23. The memory of Walter Scott.—Highlands and Lowlands resound with his fame, and the "Antiquary" of future ages will in vain search his "Chronicles" for a name more illustrious, until "The Lay of the Last Minstrel" shall have smoothed the wrinkled front of "Old Mortality."

24. Our fair countrywomen.—We yield to their superior *arts in diplomacy*. And for their sweet sakes we'll all sink the *Bachelor*.

After the regular toasts were finished, Walter H. Lowrie, Esq., Chairman of the Committee of arrangements, announced that Letters of Apology had been received from several gentlemen who had been invited to be present as guests. Two of these he would read to the company, and ask leave to respond to them on behalf of the Committee of Arrangement. The first is from our venerable and illustrious fellow citizen James Ross.

PITTSBURG, June 29, 1835.

Messrs. Walter H. Lowrie, W. O. H. Robinson, Geo. D. Bruce, R. E. Sellers, and A. L. Pentland.

Gentlemen,—Accept my best thanks for your Note of the 27th instant, inviting me to the Supper of the Alumni of the Western University, at the Ohio and Kentucky Hotel, on to-morrow evening, and let me entreat you to be assured, that I would join you with great pleasure, did not the condition of my health forbid me from partaking in any festivity or business that would lead me from home in the evening.

Very respectfully, I remain,
Gentlemen,

Your most obliged, and
Most obedient servant,
JAMES ROSS.

To the Committee of Arrangement.

By the Committee of Arrangement.

Our illustrious townsman James Ross—The eminent statesman and enlightened jurist—Throughout a long life of usefulness he has preserved the respect of his fellow citizens, and their best wishes attend his retirement.

The foregoing sentiment having been received with acclamation, Mr. Lowrie read the following letter from Dr. Henry Stevenson.

Gentlemen,—I regret very much, that owing to ill health, I cannot avail myself of your invitation to the Anniversary Supper of the Alumni of the Western University of Pennsylvania, on to-morrow evening.

My best wishes, however, go for the success of the Institution, and the Gentlemen Graduates, attached to it; and I beg leave to offer the following sentiment, as connected with its history:—

The old "Pittsburg Academy," and the "Academy Boys" of the year 1800—"Quæque ipse jocundissima vidi, et quorum parva pars fui"—the former, the nucleus upon which the Western University of Pennsylvania was founded—the latter (in the survivors) respectable, and in many instances distinguished in the literary, political, and military history of our country.

I am, very respectfully,

Your ob't servant,

H. STEVENSON.

To Messrs. W. H. Lowrie and others, Committee of Arrangement.

By the Committee of Arrangement.

The Representative of the old Academy Boys.—May good luck, health, and happiness attend him.

When the 13th regular toast was read, the Rev. Dr. Bruce rose and addressed the company in a brief but very eloquent and impressive speech—He returned thanks for the compliment paid to him on this evening, and made many affectionate allusions to the friendly regard which had always been manifested towards him by the Graduates of the University, all of whom had received their degrees from his own hand. With much earnestness he admonished those who were present, of the important duties which they severally owed to society, as men who had been so highly favored with the blessings of a liberal education. The reverend Professor then spoke of those that were gone—of the absent and the dead—in language which all who heard him knew came from the heart. Referring to the Alumni generally, he concluded by offering the following sentiment, viz:

"The memory of the Dead, and the prosperity of the Living."

To the 14th regular toast the Rev. Dr. Black responded by offering the following—

The Alumni of the Western University of Pa.—While they remember with what pleasure I used to meet them when their lessons were well prepared, let them rest assured that my pleasure will be still greater in witnessing their future usefulness and prosperity in life.

John D. Mahon, Esq. and James Veech, Esq. invited guests, replied to the 18th and 19th toasts in very eloquent speeches, copies of which, it is hoped, will be obtained for publication. Mr. Veech offered the following sentiment.

"Alumni Associations, and their Anniversary Suppers:—'transient in exempla.'"

A great number of volunteer toasts were then offered, of which the Committee of Arrangement have only been enabled to collect the following.

By J. R. McClintock, M. D.—The Orator of the Day.—The eloquent advocate of Literature, and the able eulogist of its votaries.

Cornelius Darragh, Esq. being loudly called for, rose and returned thanks for the complimentary notice with which it had pleased his fellow graduates to favor him. Mr. Darragh spoke very eloquently for a few minutes, and concluded by offering the following sentiment:

The Memory of John R. Roseburgh, M. D.—The accomplished scholar, gifted physician, and devoted friend. He fell a victim in the cause of humanity. May the remembrance of his genius and of his virtues, soften the sorrow which we feel for the untimely death of a dear companion.

By Andrew Burke, Esq.—The President of the "Alumni Association of the Western University of Pennsylvania."

William W. Irwin, Esq. then rose and expressed his gratitude for the distinction with which he had been honored by being twice selected by the Graduates of the University as the Head of their Association. He felt assured, said Mr. I., that he was indebted for this not to any extraordinary merit which he possessed, but entirely to the partiality and kindness of those who had been the dear companions of his boyhood. To be thus selected in the midst of so many gentlemen far more competent than himself to preside with proper dignity over a literary body, was an incident in his life which he must ever remember with the most grateful emotions. All that he could promise however would be the devotion of his energies to the cause in which they were all engaged, hoping that he might be enabled to retain the good esteem which those around him had ever manifested.

Mr. I. then gave a rapid sketch of the origin of the association and of its objects. He referred also to a sentiment which had been received by the Committee of

Arrangement from a gentleman who had been invited to be present with us this evening. It recalled to his mind the old Pittsburgh Academy—an Institution in which in former times the flower of the Pittsburgh Youth had been reared. It had been truly said that amongst those who had been educated in that Academy were to be found men who had become distinguished in the literature, politics, and military history of the country. With pride and pleasure, said he, we recur to the fact that when a hostile foreign army invaded our frontier, and, in league with merciless Indian Savages, threatened desolation and destruction to the defenceless inhabitants. Pittsburgh furnished a company of brave youth who leaving all the comforts and luxuries to which they were accustomed at home, nobly volunteered their services and rushed to the rescue of their country. They fought nobly for their country, and gained immortal honor. The gallant commander of that brave band, most of the officers and a number of the men had been bred and trained in the school to which allusion has been made, and with which so many of us are connected by the ties of early association. Mr. I. then concluded by giving,

“The Pittsburgh Blues.—The heroes of Mississinaway and Fort Meigs. They were led to battle by an Academy Boy.”

The Editor of the Times, being present as an invited Guest, was next called for by the company, whereupon James C. Gilleland Esq. rose and said he would not make a speech but would offer as a subject for a sentiment.

“*The Sunshine of Life*,”—but must say what he particularly meant, as the phrase was vague and figurative; As sunshine is heat as well as light, he meant emphatically the *warmth* which warm hearts, and the *light* which bright minds shed into each other—my sentiment said he is this; “Let us cherish the sunshine of life and never forget the bright spots in our path like this on which it is shed.”

By Wm. Kerr, M. D.—Pittsburgh—May the period arrive when she shall stand among the cities of the Union as distinguished for literature, as she is for industry and good morals.

By Thomas Hamilton, Esq.—Intellectual Possessions—The only species of property which is not governed by the laws of inheritance. He who would enjoy must acquire them.

By Wm. G. Liggett—The Students of the Old Building—We may expect to see some of them arrive at high literary eminence, for many of them have studied in the garret.

By Wilson M'Candless, Esq.—The memory of our lamented fellow student, James Barker—Who in life was beloved and admired for the purity of his heart, and the elevation of his intellect.

By Andrew Burke, Esq.—Universal Education.—The true source of national greatness. Its diffusion is the best safeguard of liberty; its neglect the surest avenue of licentiousness and despotism.

By C. J. Gilleland, M. D.—The Old Academy Buildings—Though sinking in decay, and gloomy to the view, yet to our hearts the impression of them is more delightful than all that the magnificence of architecture could convey.

By R. E. Sellers—The Alumni Association.—It has been feelingly represented here this evening, may it be talentedly represented in the next Legislature.

By Robert B. Simpson, M. D.—The memory of early associations—Identifying names now the pride of our city, with the objects of our own youthful remembrance.

The following toast was introduced by Dr. McClinton, accompanied with brief remarks illustrative of the eminent services of the distinguished personage na-

med therein, at the period Spain was about requiring of us tribute to navigate the beautiful Mississippi—

James Ross, Esq.—One of the earliest pioneers of the west—He is part of the history of Pittsburgh—As long as the majestic Mississippi bears “free trade” upon its bosom, his services in the councils of the nation will be remembered.

The Company, after giving a vote of thanks to their kind and obliging Host and his amiable Lady, and after congratulating each other on the pleasure in which they had participated during the day, retired at an early hour to their respective homes.

Attest—

THOMAS LIGGETT, Jr.
Recording Secretary.

From the Miners' Journal.

SPOHN VEIN OF COAL.

Mr. Bannan—Curiosity, and the interest I feel in our Coal Region, induced me last Monday to descend into the “*Spoehn veins*,” to examine the actual experiment now making on that celebrated vein of coal, by the present owners of that tract. They are going *below the water level*, to prove the quantity and quality of the coal as it descends. It appears that the former operators of that mine had run in two drifts—the upper about fifty feet below the summit, or mouth of the present plane, where there is now a *gin* worked by a horse—and the other drift about 100 feet below that.—From these two drifts, the coal *above the water level*, seems to have been taken out from this “*Spoehn tract*,” of about 62 acres. The inclination of this vein is 23 degrees, and the thickness between the slates about ten feet—There is a double gangway down the bottom slate, divided by props, and lateral boards which serve as balusters to the men in descending, whilst they strengthen the support. The present operators in this mine, have already gone down 100 feet *below the water level*, and find the vein continues of undiminished thickness as above, and the quality and regularity of the coal if there be any difference, is considered even better than *above the water level*. The whole length of the plane is now about 250 feet; and consequently, on the angle of 28 degrees of inclination, the perpendicular depth must be 117 5 feet, and the base 220 8 feet. The owners now calculate that they have, with the present breast, fifty thousand tons of coal, within the limits of this 62 acre tract—and as they intend to extend their plane 50 feet more, they will then have, at the same ratio, and provided there be no diminution in the thickness of the vein, and no “*faults*” appear, about 75,000 tons of coal, within their said limits—this at 40-100 rent, would be worth \$30,000 dollars. Thus when they go down another 50 feet, they will then only have a plane of 300 feet, with a perpendicular depth of 141 feet, and a base of 265 feet—and only 150 feet to hoist the coal and the water to the present lower water level and drift, from which the coal, *above the water level* has been extracted from this mine, to the amount, as I understand, of about 27,000 tons, by the former owners and operators on this vein.

There is a rail way leading down each of the above gangways, one for the *coal car*, and the other for the *water-car*, which last is used for the present, until the intended depth is attained, when a steam Engine will be substituted for the present horse power, to wind up the coal, and pump out the water, from the mine.

When we consider that the above perpendicular depth will only be 141 feet, and we know of one mine in England said to be fifteen hundred feet deep, and requiring an Engine of two hundred horse power, to free it from water, and hoist up the coal, we may conceive the inestimable value of our coal mines to our State, and to the Union. The flattering indications of this, as yet partial experiment, are, I trust, but the glimmering light of morning, which I hope will lead to

a refulgent day for the coal region, and amply reward the enterprising experimenters.

Pottsville, July, 22, 1835. N.

PHILADELPHIA SAVINGS INSTITUTION.
Semi-Annual Report.

The undersigned members of the Philadelphia Savings Institution, having been appointed by the directors, a committee to examine and investigate its affairs, and to report thereon, in conformity with the charter, have performed the duties assigned them.

They have examined the several statements submitted and have compared them in detail, with the entries in the books—the vouchers for payments and investments and the amount of cash remaining in the hands of the Treasurer. They have extended their investigation to an examination of the various securities for sums invested,—to the certificates of special depositors redeemed and cancelled, and to the items of the several general accounts, and state with pleasure, that they found the whole to correspond with the statements submitted, and the manner in which the respective accounts are kept, afforded a great facility in the investigation.

The Committee have also great satisfaction in stating that the Institution has met with no losses, and that the loans appear to be made on satisfactory security, and a large proportion of them are upon collaterals of Stocks, Ground Rents, Mortgages, &c.

Upon the whole, the committee have found the Institution in a flourishing condition, and believe it in every respect worthy of public patronage.

J. P. NORRIS, Jr.
CHAS. H. ROGERS,
MATTHIAS PLEIS,
CHARLES ROBB,
CHS. BARRINGTON, Jr.
Committee.

PHILADELPHIA SAVINGS INSTITUTION.
(Semi-Annual Statement.)
DR.

To Capital Stock, paid in prior to 1st July, 1835,	*\$70,880 00
To Instalments paid on on 1st July, 1835,	94,885 00
To Special and Weekly Depositors,	136,094 14
To Transent Depositors,	91,479 74
To Unclaimed Dividends,	284 78
To Surplus Fund (from previous profits,)	500 00
To Interest on Loans,	9,847 05
	<hr/> \$403,970 71

* Dividend 6 per ccnt. on \$70,880.

CR.

By Loans on Real Estate, Stocks, and other Securities,	\$387,040 50
By Real Estate, Office 74 Walnut street,	4,505 00
By Expenses last 6 months,	1,687 92
By Cash on hand and due from Bank,	10,737 29
	<hr/> \$403,970 71

CHARLES ROBB, Treasurer.

Philadelphia, July 7, 1835.

From the Philadelphia Gazette.

OLD SENATE CHAMBER OF U. S.

The ambition of handing one's name down to posterity, as if to let after ages know, that there once lived so important a personage as the aspirant, appears to be an inherent frailty in man. One slays thousands of his fellow men, that he may appear in history as the victorious soldier. Another traverses the ocean and buries in its bosom or mutilates his hundreds, that he may be renowned as the brave and skilful seaman. A third writes a book, that he may enjoy the immortality of an author. A fourth pants after public life, that he may acquire the fame of a Statesman, or of an Orator, and be looked upon as the Lycurgus or Tully of modern days. A fifth aspires to the fame of having possessed a great estate, and indenfities his name with splendid edifices, or public works.

There is however in the humbler and private walks of life, ample evidence to show, that the aspiration after earthly immortality is not confined to the great or to the rich. Where is there a watering place, or a rural spot sequested by parties of pleasure, where the albums and barks of trees do not bear the records of this vanity? Even the steeple of our state house can furnish abundant proof that the love of fame has ascended there. And only behold the care with which, at the laying of the corner stone of a public building the undertakers cork up for the benefit of posterity their renowned names in bottles hermetically sealed, in order that those who may live a hundred years hence, may be apprized of the important fact, that Johney Nokes and Tommy Stiles, were at the time of laying the corner stone aforesaid, the veritable county commissioners for the time being.

But after all, perhaps we are too severe upon this frailty of our nature. We are all subject to it more or less, and so far as posthumous fame is to be acquired by inoffensive acts, there is no great harm done. Certain it is, that none has been done by a humble effort to reach posterity, which we are now about to record as follows.

On Friday last the 24th of July the County Commissioners commenced some alterations in the Court room, which is situate at the corner of Sixth and Chesnut streets, on the South side of the upper story. This is the room which was occupied by the Senate of the United States from 1795 to 1800, and within which so many distinguished men poured forth their eloquence. The alterations determined upon, comprised the removal of the gallery, and of much of the wood work which adorned the Chamber, amongst which were a number of small pilasters ornamented with stucco work. Upon the removal of these pilasters, one was discovered bearing upon its back, *unseen for forty years*, an inscription in pencil mark, intended no doubt to hand down to posterity, the name of the youthful journeyman carpenter, just out of his apprenticeship, by whom it was executed. As this pilaster has fallen temporarily into our hands, we are determined that the author of the record shall not be disappointed. If he be still living, we give him joy; if he be dead and have left posterity, the pilaster ought of right to belong to them, and we will use our influence with the owner to obtain it for the proper person, if he will apply to us.—The inscription is as follows:

“ Henry Clayton, son of William Clayton, born June 27, 1774, and aged 21 years and 6 months, George Forepaugh master carpenter of the work of this Gallery, in Nov. 14th, 1795.”

Amongst the time honoured lumber which has been turned out of the Chamber in question, we observed four beautiful Doric columns of wood which supported the gallery, in a perfect state of preservation, and should any of our readers desire to build a summer house with

these valuable relics he could no doubt buy them cheap of the County Commissioners, who probably intend them to go into the cellar, amongst a mass of other wood work, to kindle fires with, adding another proof to the many existing, that *sic transit gloria mundi*.

IMPORTANT IMPROVEMENT.

We have received an extra of the "Richland Whig," published at Mansfield Ohio, presenting at one view, the proceedings of the several committees on internal improvement and those interested in an east or west canal. By a report of the Commissioners on the following important improvement, it will be perceived that our own citizens have a direct interest.—*U. S. Gaz.*

"The object of the Ohio, Wayne, Richland and Crawford Canal and Rail Road Company, is to continue the Pennsylvania Canal in nearly the same right line.—Commencing at or near, the termination of the Sandy and Beaver Canal, the line passes through the centre of a tier of fertile counties in Ohio, to unite with the Indiana Canal, which is now constructing. The charter is every way favorable, and authorizes the construction of either a Canal or Rail Road, or both at the discretion of the Company. A large portion of the line is over a country almost *perfectly level*. And no formidable hills, or other obstacles, present themselves on any part of the route.

"The construction of such a work will convey our trade through another channel, and will give the people of this country, a choice of markets. Instead of carrying produce to the Lake and thence by canals to New York, we may choose another route, avoid the hazards of the Lake, and the delay of opening spring navigation, and send our produce directly to the city of Philadelphia. And should it be found expedient to construct a Rail Road, then by carrying a branch to the Baltimore and Ohio Rail Road, we could have a permanent and constant thoroughfare both for summer and winter—a desideratum to this portion of the State.

"The capital stock of the Company is one million of dollars, divided into shares, of twenty-five dollars each.

"The Company is to be organized, and the work may be commenced as soon as 400 shares or \$100,000 is subscribed.

The Company are permitted to charge for tolls on transportation, and any sum they may deem proper not exceeding *fifteen per cent net proceeds, per annum* on the capital stock.

"The act requires, that the work be commenced in seven years and completed in thirteen years, from the 7th of March 1835."

LARGE OAK.—There is an Oak Tree in Richmond township, in this county, which measures around at the ground, *fifty feet*, and five feet from the ground, girth 23 feet 10 inches, the stump of another tree, cut on the same tract of land measures 6½ feet in diameter.—*Crawford Messenger*.

JULY 18th.

TORNADO.—During the present week, an unprecedented rise of water for the season, occurred in French Creek. The destruction of property has been immense—the entire standing crops of many farms on the flats and the hay already made in cocks, have been destroyed, and much injury done, to the fences. The farmers on French creek have lost property to the amount of many thousand dollars. Part of the West abutment of the State dam at Bemus' mills, has been carried away, we have not heard of any injury to the State dams below.—*Crawford Messenger*.

THE REGISTER.

PHILADELPHIA, AUGUST 1, 1835.

In conformity with the opinions expressed by one of our earliest, constant, and most respectable subscribers—that the insertion of the names of Managers, &c. of public institutions as elected, would tend to render the Register more useful, and at the same time be a matter of personal gratification to the parties interested, we shall hereafter continue such a record for passing reference.—And we tender our thanks to this subscriber, for his suggestions, and shall always be gratified when he, or others, furnish hints calculated to enhance the value of our work.

BALD EAGLE AND SPRING CREEK NAVIGATION COMPANY.—The following persons were elected officers of the Bald Eagle and Spring Creek Navigation Company on the 6th ult.

President.

Hon. THOMAS BURNSIDES.

Treasurer.

John G. Lowrey.

Managers.

Roland Curtin
Wm A. Thomas
Jacob Lex
Francis Potts
John Rankin

Bond Valentine
Joseph Harris
James Irvin
Wm. W. Potter,
Hamilton Humes.

The following named gentlemen have been elected officers of the Susquehanna Rail Road Company:

President.

JAMES HEPBURN.

Treasurer.

Volney B. Palmer.

Managers.

Wm. G. Harrison
Jos. Todhunter
Wm. Bose
Hugh Boyle
J. I. Cohen
Wm. Coleman

Geo. Louis Mayor
Simon Gratz
Simon Cameron
Jacob M. Haldeman
Geo. M. Haltenbach
Jno. C. Boyd.

At an election held by the Stockholders of the Temperance Hall, late Northern Exchange, on Thursday, 9th ult. for Five Trustees and Fifteen Managers of said Establishment, the following named gentlemen, were duly elected.

Trustees.

Matthew Newkirk
Matthew W. Baldwin
Eli Garrison.

Charles Elliot
Joseph S. Riley

Managers.

Matthew W. Baldwin
Charles Elliot
Joseph S. Riley
Dr. L. P. Gebhard
John A. Stewart
Osmon Reed
Israel E. James
E. B. Foster.

Dr. Ephraim Buck
James Hunt
Jacob Keen
Thomas D. James
George S. Clemens
Dr. Wilson Jewell
John D. Taylor

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 6.

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No. 396.

HOUSE OF REFUGE.

The Seventh Annual Report of the House of Refuge of Philadelphia, with an Appendix.

To the Contributors of the House of Refuge.

The Managers of the House of Refuge have the satisfaction to place before the contributors their Seventh Annual Report. This communication in pursuance of an established and useful practice, and agreeably to fundamental law, is designed to exhibit with perfect simplicity the prominent circumstances of interest which have occurred during the past year, and the present condition and prospects of the Institution. An act of Assembly was passed on the tenth day of April, 1835, which makes some changes to which the public will not be indifferent. A power is given to parents and guardians to place their children in the house. A system of inspection is provided by which the Judges of the Courts are called on to make frequent visits at certain periods, with a view particularly to an inquiry into the causes of recent admissions, and to afford relief in all cases that may exist of irregularity or inadvertence.—The most scrupulous will now be satisfied that although the power of restraint is necessarily conferred with a view to promote the great ends of reformation and instruction, there is not the slightest danger that it can be, under any circumstances, abused. An authority heretofore given to the Guardians of the Poor to send children to the House is now withdrawn from them. These are the three principal topics on which the Legislature has deemed it wise to make provision.

It is matter of pride to the Managers that a full inquiry into the condition of the House has been made by a committee of the Legislature. They have had (and they have fully and candidly availed themselves of) an opportunity to investigate the theory and observe upon the spot the practical operation of our system. That they have been satisfied of its usefulness, and have been pleased to approve of the management of its concerns will appear by their report which forms one of the exhibits attached to this address.

With a view to give increased efficiency to the action of the Board, and at the same time, to promote and secure harmony in all its movements, two standing committees have been added to those which already existed; one on the *school*, and one on repairs and the grounds. The members of these committees being *ex-officio* members of the Executive committee, an increase of numbers is thus given to the last named body, which its intrinsic importance seemed to require.

The subject of Education is one of deep interest. No measure ought to be omitted which can improve this portion of our care. Little doubt can exist, that if every individual who goes from the house shall be fairly initiated in the ways of wisdom, the danger of future error will be greatly diminished. We are aware that the period allotted for instruction is necessarily short. But its brevity is one of the strongest incentives for its improvement and proper use. During the winter an additional half hour has been given daily to the time for instructing the boys, and an additional hour is now given to the more deficient of both sexes, formed into preparatory classes. Connected with the improvement of the

mind is the subject of our unpretending but useful little library. Sources of attractive and valuable knowledge are here constantly within reach, and we are happy to say that they are made available in practice with a freedom that affords the best encouragement to perseverance in the efforts to enlarge this branch of the establishment. Additions have been made from different sources to the library. Seventy volumes have been presented, of which number 58 were donations from the American Sunday School Union, and 120 have been purchased by the Library Committee.

Notwithstanding the indefatigable attention and high professional skill of the physicians, a greater mortality has prevailed than heretofore. We have to regret the resignation by Dr. Morris of his place as physician, although it has been satisfactorily supplied by the election of Dr. Rivinus. It has been deemed necessary to provide for the constant attendance of a nurse as a regular part of the establishment.

Religious services are faithfully performed in the chapel twice every Sunday. The Sunday schools are kindly and voluntarily conducted by the same individuals who have heretofore superintended them. The same zeal and energy are manifested in the arrangement of them, and the schools themselves continue to be of the greatest benefit, and deserve to be cherished and sustained. The Ladies' committee continues to afford its constant and kind attendance. The officers of the House are attentive and vigilant. The workshops are in the same useful condition which has heretofore been represented. In a word, the various parts of the Institution move together in harmony, and the result is domestic regularity and comfort, and (we trust) public benefit.

We have to regret the resignation of two highly valuable members of the Board. Mr. John Sergeant, (the President,) and Mr. Thomas Astley, one of the Vice Presidents, have felt themselves called on by other engagements, to withdraw from us the advantage of their counsel and assistance.

The several reports annexed will show the details which are connected with the particular objects to which they relate. All are submitted with cheerfulness and respect to the consideration of the contributors.

By order of the Board of Managers.

ALEXANDER HENRY, Vice President H. R.

Attested—JAMES J. BARCLAY, Sec'y. H. R.
Philadelphia, May 1, 1835.

House of Refuge in account with Thomas Earp, Treasurer.

DR.

To cash paid orders drawn by Executive Committee from May 1, 1834, to May 1, 1835, for provisions, clothing, salaries, fuel, stationary, medicines, repairs of building, &c.	\$14,606 57
Loaned Earps & M'Main on interest,	5,500 00
Paid Gideon Lee for leather,	233 85
Annuity to Conrad Keller,	100 00
Taxes and ground rent on property in north Third street,	31 83
Commissions for collecting,	17 36

Interest on borrowed money,	1,249 61
Commercial Bank,	4,000 00
Earp & M'Main for borrowed money,	200 00
Balance on hand,	377 34
	<hr/>
	\$26,316 56

CR.

By balance in Treasury, May 1, 1834,	\$1,478 94
Cash received for labour of boys from May 1, 1834, to May 1, 1835,	3,213 00
Received from A. Mahon, Esq. State Treasurer, for legislative appropriations for 1834,	5000 00
Do. do. do. 1835,	5000 00
From Earp & M'Main for money loaned them,	5,500 00
Borrowed from Commercial Bank,	4,000 00
Do. Earp & M'Main,	1,000 00
Received from Nathan Dunn for life subscription,	50 00
Do. John B. Bispham,	50 00
Do. R. M. Lewis, for legacy bequeathed to the House of Refuge by the late R. Wharton, Esq.	\$200
Deduct Collateral Inheritance tax,	5
Received from donation box at House of Refuge,	30 40
For rent of property in N. Third street,	102 83
Annual Subscriptions,	128 00
Articles sold at House of Refuge,	207 95
Interest,	260 44
Donation from R. W. Sykes, Esq.	100 00
	<hr/>
	26,316 56
	<hr/>
By balance in Treasury, May 2, 1834,	\$577 34

THOMAS EARP, Treasurer.

Having examined the above account, and compared the same with the vouchers, we find it correct; and that the balance in favour of the House of Refuge in the hands of Thomas Earp, Esq. Treasurer, is the sum of three hundred and seventy-seven dollars, thirty-four cents.

ISRAEL COPE.

A. SYMINGTON,
Committee.

May 2, 1835.

APPENDIX.

ANNUAL REPORT OF THE LADIES' COMMITTEE.

The Ladies' Committee have the pleasure of presenting their annual report for 1835, to the Board of Managers of the House of Refuge.

Upon taking a retrospect of the year that is past, although we may find cause of regret and disappointment, we have also reason for congratulation and encouragement. The Refuge has been regularly visited by our sub-committee, and the female department, (over which we have a supervision) has been found in a state of gradual improvement. The progress of the girls in the week day school is very creditable, and the exercises of the Sunday school, particularly interesting. On the morning of this consecrated day, the children are assembled in their dining room, dressed in clean and neat apparel, arranged in order around their teachers, where they wait in silence and respectful attention for the instruction which is to be imparted from the Sacred Scriptures. The interest they take in these lessons, the questions which are asked and the awakened intelligence they often discover, are truly gratifying, and afford encouragement to persevere in a duty so interesting and important.

The previous character and habits of the children placed in this Institution are sometimes most unhappy

and wretched. Without friends or parents, who are able or willing to guard their tender minds from evil or to instruct them in the path of duty, they are not unfrequently neglected, homeless beings, having no one to care for them. On their entrance into this house, they are taught, that there are persons, who feel an interest in their behalf, and are desirous to promote their happiness and comfort. The principles of religion and morality are inculcated, as the only sure foundation on which to build a character for future life. A regard for truth, honesty and decency may be anticipated. This we have reason to think has been the happy result in several cases, as has been illustrated in health and in sickness. We will mention two instances. Susan B—n, a girl of whom very little hope was entertained when she entered the Refuge, improved so much as to gain the good opinion of all, and a few months since left the house which had reclaimed and sheltered her, with an excellent character.

Mary F. was a very troublesome girl, regardless of her conduct and willing to engage in any mischief. She was taken ill last autumn, when under the influence of disease and in the prospect of eternity, the effect of those instructions, to which she had before seemed insensible, became apparent. Her mind was filled with the dread of dying in her present state and the thought of a future judgment. "I have been a great sinner," she exclaimed, "Christ pardoned the dying thief, will he not have mercy on me?" This was one of the many affecting expressions of heartfelt sorrow and contrition which fell from her lips. The girls were called up to bid her farewell, and to all, she addressed suitable remarks and exhortations, warning them not to put off repentance to a dying bed, but to improve the privileges they now enjoyed. She bore testimony to the faithfulness of the matrons and others who attended her, and after several weeks of severe suffering, died, we trust, in the faith and hope of the Christian.

The amount of work performed during the year gives evidence of the industry and economy practised in this Institution.

The female department is certainly in a better state of improvement than it has ever been before. The indication of present good feeling gives reason to hope that it will continue to improve, and to commend itself to the benevolence of all who feel for the poor outcast children of sorrow.

By order of the Committee.

ELIZABETH BOYD, Secretary.

May 29th, 1835.

REPORT OF THE SUPERINTENDENT.

To the Board of Managers of the House of Refuge the Superintendent respectfully reports,

	Boys.*—Girls. Total.		
The number of subjects admitted from May 1st, 1834, to May 1st, 1835, is	92	35	127
Returned, having been indentured,	8	3	11
	<hr/>	<hr/>	<hr/>
	100	38	138

They were born as follows :

In Pennsylvania,	52	18	70
New York,	6	1	7
Delaware,	2	0	2
New Jersey,	5	1	6
Connecticut,	1	0	1
Massachusetts,	1	1	2
Rhode Island,	1	0	1
Maryland,	0	1	1
England,	4	0	4
Ireland,	4	3	7
Scotland,	1	0	1

Remainder uncertain.

*Two boys have been indentured—absconded, and were recommitted; and one had escaped and was recommitted.

Received from Columbia county,	1	0	1
Lancaster county,	4	1	5
Susquehanna county,	1	0	1
Northampton county,	1	1	2
Berks county,	1	0	1
York County,	1	0	1

The remainder from Philadelphia county.

The number discharged from May 1, 1834, to May 1, 1835, is—

	Boys.	Girls.	Total
By indenture,	45	12	57
Of age,	1	10	11
Returned to friends,	24	3	27
Sent to Almshouse,	4	3	7
Improper subjects,	5	5	10
Died,	4	3	7
Escaped,	1	0	1
	<u>84</u>	<u>36</u>	<u>120</u>

The boys have been indentured as follows :

Farmers,	14	Screwmakers,	4
Woolen Manufacturers,	4	Tinman,	2
Printer,	1	Seamen, (whalers)	3
Tanner and Currier,	2	Miller,	1
Carpenter,	1	Boot and Shoemakers,	2
Blacksmith,	3	Watchmaker,	1

Girls at Housewifery, 12.

Remaining in the Institution, May 1st, 1835—

Boys.	Girls.	Total.
119	56	175

Of the boys indentured during the year, seven have absconded—one of the seven is in prison on the charge of larceny, and one has been convicted of larceny in New York.

The boys are employed in the manufacture of brass nails, umbrella furniture, cane chair bottoms, bonnet reeds, boots and shoes, and at binding books.

Work done by Boys.

Brass nails made,	40,806,000
Bonnet reeds, (gross)	4,500
Shoes, (pairs)	1,004
Boots,	18
Do. fitted,	59
Umbrella tips made, (gross)	6,000
Do. ferrules,	5,000
Do. runners,	3,000
Spelling books, collated, folded, sewed and bound,	85,289
Do. sewed,	1,116
Do. folded,	26,845
Do. collated,	1,152
Bibles collated and folded,	703
Do. sewed,	301
Plain maple chair seats, (doz.)	175
Large arm chair do.	20
Bird Eye do.	20
Sewing Chair do.	20
Steamboat stools,	30
Chairs caned,	3

Work done by the Girls as reported to me by Mrs. Catherine Shurlock, the Matron.

Shirts made,	336
Pantaloon,	288
Roundabout jackets,	207
Frocks,	145
Petticoats, &c.	140
Aprons,	107
Do. for boys,	24
Shoes bound, (pairs)	146
Stockings knit, (pairs)	9
Capes, &c.	90
Towels,	63
Rollers,	29

Pillow cases,	158
Sheets,	127
Night caps,	36
Infirmarv gowns,	15
Bed Ticks,	6
Pillow ticks,	28
Suspenders, (pairs)	52
Bed quilts,	73
Carpet rags, cut and sewed, (lbs.)	108
Infirmarv sheets,	42
Flannel Shirts,	23
Stocks,	2
Handkerchiefs hemmed,	68
Comfortable,	1

The girls do the mending, washing, ironing, cooking, &c. for the whole establishment.

All which is respectfully submitted.

EDWIN YOUNG, Superintendent H. R.
May 1, 1835.

REPORT OF THE TEACHER.

The teacher of the schools in the House of Refuge respectfully presents to the Superintendent the following statement of the condition of the schools.

The male school consists of 118 pupils, who are classed as follows:

CLASS.	NO. OF BOYS.	EXERCISES.
1	14	Geography, Arithmetic, Writing, (on paper) and Reading.
2	12	Arithmetic, writing, (on paper) and Reading.
3	11	do. do. do. do.
4	11	do. do. do. do.
5	21	Writing, (on slates) and Reading.
6	17	do. do. do.
7	17	Beginning to read easy lessons.
8	15	Spell words of from one to three syllables.
	<u>118</u>	

In the female school are 54 girls, classed as follows:

CLASS.	NO. OF GIRLS.	EXERCISES.
1	10	Geography, Arithmetic, Writing, (on paper) and Reading.
2	9	Arithmetic, Writing, (on paper) and Reading.
3	10	Writing, (on paper) and Reading.
4	10	do. (on slates) do.
5	5	do. do. do.
6	5	Beginning to read easy lessons.
7	5	Spell words of from one to three syllables.
	<u>54</u>	

Of the 172 pupils now in the schools, 114 read intelligibly, and write legibly, 38 read easy lessons, and the remaining 20 practice spelling words of from one to three syllables.

During the past year 132 have been received into the school, and 115 discharged. Of the number received 26 were ignorant of the alphabet, 34 could spell words of one syllable, 33 could read easy lessons, and 39 could read tolerably well. But very few could write legibly; and a great proportion of those who could write were incapable of reading what they had written, from having been accustomed to imitate their copies, without being taught what they contained.

From the above statement it will be perceived that only 39 out of 132 could read intelligibly when they

were received into the Institution, and one fifth of the whole number did not know the alphabet. This, in a great measure, will account for the present backward state of the school, as it cannot be expected, that during the short time of their continuance in the House, they will acquire any more than the rudiments of knowledge.

The children that are sent to the Refuge have so long been accustomed to habits of idleness, that they have imbibed a disrelish for every thing like study or application, which constitutes a mighty barrier to their improvement. My first effort is to remove this obstacle, by making the road to improvement easy and pleasant, and render knowledge not only attainable but desirable. This being done, the task is nearly performed. The child takes delight in pursuing his studies, he finds that he is capable of performing what once appeared to him impossible; he gains confidence in his own abilities, and gradually progresses from one step to another, until he becomes convinced that application and perseverance will overcome every obstacle.

One of the objects of this institution being to enable its inmates to read and write before they leave it, I have endeavoured to accomplish this object as far as was in my power. Nearly all who have been in the house one year can read intelligibly and write a legible hand, though there are some, who in consequence of indisposition, &c. have not been regular in their attendance, and have made but little improvement.

Besides the instruction received in school the inmates have access to the Library, which consists of books of almost every description, well adapted to the improvement of the youthful mind. All who can read, have an opportunity of drawing books from the library weekly, and I am happy to say, the most of them seem inclined to profit by the advantages offered them.

Z. B. NICHOLS, Teacher.

May 1st, 1835.

[For Report relative to the affairs and management of the House of Refuge, by Mr. Cunningham, read in Senate March 24, 1835, see Register, vol. XV. p. 217.]

PENNSYLVANIA.

(Concluded from page 74.)

The Coal Fields.

The coal trade, so recently and suddenly started into existence, now constitutes one of the main branches of our domestic industry, and an important portion of the commerce of the state and Union. It has given a new stimulus to individual as well as national enterprise, affording active and generally profitable occupation for numerous classes, producing a spirit of improvement, interspersing the country with rail roads and canals, which are eminently useful for other purposes than transporting coal, and serve to connect the distant parts of the state together. It has, too, opened a new field for the investment of capital, the expenditure of labor, and the pursuit of all the purposes of civilization and society. Its benefits are becoming universally diffused, and this great state is destined to reap its profits, and feel its energetic effects for centuries, coal being so essential to our comfort, and the fuel for manufactories, its consumption must go on increasing in a compound ratio. It now exerts an influence upon every other branch of commerce, and affords the means of rearing and permanently supporting among us, all the mechanic arts and handicraft of the old world; it must soon, if it has not already, become the staple product of Pennsylvania.

The anthracite coal seems to exist in three distinct fields: the first, or Mauch Chunk and Schuylkill and Lykens' valley; the second, or Beaver meadow, Shamokin and Mahanoy; the third, or Lackawana and Wyoming coal fields, all bearing a striking similitude in

geographical position, extent of area, and of geological character.

The first, supposing its boundaries are ascertained, is about 65 miles in length, averaging about 5 miles in width, and is enclosed or bounded by a continuous mountain, forming a sort of trough or basin. This boundary, (the Broad mountain on the north, and Sharp mountain on the south,) is cut down in various places by different streams which afford outlets for the coal, and favorable scites for rail roads and canals. The Lehigh Navigation Company, with a boldness of design and magnificence of enterprise, alike worthy of the cause, and characteristic of the energy of the projectors, ascended the mountain to its greatest altitudes, and then entered the basin by rail road, diverting the coal from its natural marked channel to the waters of the Delaware. With slight exceptions, there is little difference in the quality of the coal in the whole of this region.

Of the usual mode of mining, it is not necessary here to give a description; it may be well, however, to remark, that experiments are now making to mine below the water level, by sinking shafts to a considerable depth.

This is done rather as a matter of experiment, for the purpose of ascertaining the relative expense of the two methods, for whatever may be the increase of the demand for fuel, the beds above water level, will not, it is believed, be exhausted during the lives of the present generation—with the present demand, nor for very many generations. A very interesting detail of facts might be given respecting the first coal brought to market. It appears that in 1814, twenty-four tons were taken down the Lehigh and Delaware by the Hon. Charles Miner, which cost him here fourteen dollars per ton. Col. Shoemaker, in 1822, loaded nine waggon with coal at the Schuylkill mines, and hauled it to Philadelphia, a distance of 106 miles. Two loads were sold at the cost of transportation, and the remaining seven loads were given away, and he had some difficulty in finding persons willing to take it! At this time the aggregate amount of coal mined in all the anthracite districts of Pennsylvania is nearly *six hundred thousand tons*, its value being about *three millions of dollars per annum!*

A very interesting question occurs in the history of the coal trade of Pennsylvania, as to the benefits and disadvantages which have accrued from *incorporations*—it is one which we do not propose to discuss; those interested, will find it ably treated in various pamphlets and reports from committees of our legislature.—Our present business is to condense the information respecting the coal trade, to a shape in which it may be accessible. The Lehigh Coal and Navigation Company was incorporated *with* mining privileges—the Schuylkill Company *without*, presenting very different features, the one depending on their resources for mining—the other leaving it entirely to individual enterprise. During the year 1833, the Lehigh Company sent to market *one hundred and twenty-three thousand tons* of coal; of this great quantity, *forty-four thousand one hundred and sixty eight tons* were shipped coastwise, and the company is eminently prosperous.

The cost of the Schuylkill navigation, is stated to have been two millions nine hundred and sixty-six thousand four hundred and eighty dollars.

Tolls were first taken in 1818, amounting only to two hundred and thirty-three dollars; in 1824, it had scarcely doubled; but, in 1825, at which period may be dated the commencement of the coal trade on the Schuylkill, the tolls increased to fifteen thousand seven hundred and seventy-five dollars, nine thousand seven hundred of which was for coal. The Schuylkill coal region now began to attract attention; individuals of capital and enterprise became residents, rail roads were constructed diverging in all directions to the mines—laborers and mechanics of all kinds, and from all na-

tions thronged to the coal region, and found ready and constant employment. A new era seemed to have dawned in the mountains; the wilderness was subdued by active and resolute adventurers who pierced the thousand hills containing the treasure; such was the activity of the trade and the demand for fuel that in 1833, only eight years from the commencement of the trade, the tolls actually amounted to *three hundred and twenty-five thousand four hundred and sixty-eight dollars!!* Of this sum two hundred and twenty-eight thousand dollars were derived from coal alone, and the return freights to supply the coal region, constituted a considerable portion of the balance. Towns grew up at every landing, and it is now estimated that *four millions of dollars* have been invested in lands in the first coal district, which in 1814, could all have been purchased for a few hogsheds of sugar!

Associations of various kinds were formed to work the mines; joint stock companies with charters from other states also purchased lands, which to evade the statutes of *mortmain*, declared to be in force in Pennsylvania, were held in virtue of deeds of trust. Two of these companies, the Delaware, conducted on admirable principles, and the North America, were incorporated for the term of five years, and an act passed at the same time, escheating the lands held by companies under charters by other states, without the license of Pennsylvania. These foreign companies have now either ceased to exist, or operate in the capacity of individuals.

Capital having thus been introduced, important public improvement resulted, and the country has flourished beyond example; happy would it have been if the wild spirit of speculation had not been now introduced. A fictitious value was placed on coal lands, and the writer once saw a calculation which went to prove an acre of coal land worth a million of dollars.

Purchases were made at a venture, without knowing whether coal existed or not, and for a few weeks speculators were dissatisfied if they had not made *on paper*, their twenty thousand dollars a day.

This state of things could not last; some money was realised, while others who thought themselves as rich as Girard, were reduced to beggary; and the business has now settled down to one of moderate profits proportioned to the excellence of the veins and the skill and economy employed. So long as the wealth, the enterprise, the intelligence and the patriotism of our citizens cannot be concentrated in the few, but are equally divided among the many, this source of emolument must remain a common heritage of all, constituting a large portion of the present wealth of our state, and her principal wealth in after ages. New mines are constantly developed as the consumption increases; competition is the life of business, and will ultimately produce a uniformity of prices, and a safe guarantee for the investment of capital, and the expenditure of labour. We have seen that the Lehigh Company alone sent to market in 1833, 123,000 tons; the Schuylkill mines during the same period, sent in round numbers 255,000 tons.

The borough of Pottsville contains at present a population of about four thousand souls, and upwards of five hundred dwelling houses. It is valued at one million of dollars. Port Carbon, also a place of considerable importance, is valued at three hundred thousand dollars, and does a coal business nearly equal to Pottsville; other towns and settlements, exclusive of huts and cabins occupied by miners and labourers may be estimated at a million and a half, making the total valuation of towns in the first district three millions of dollars; the canals and rail roads constructed or the accommodation of the trade, including the whole Lehigh and Schuylkill districts, have cost more than *seven millions of dollars*; the wagons, boats, horses and lands are valued at *five millions!* Here then is a total of *fifteen*

millions engaged directly in this important and increasing business; there are 377 miles of rail road and canals constructed, of which 280 miles were made by individuals and companies not having mining privileges, at an expense of \$5,255,187 61, and 97 miles by incorporated companies, having mining privileges at an expense of \$1,954,418 46, and the Delaware division of the Pennsylvania canal, also for the accommodation of the coal trade principally, was made at great expense by the state.

The advantage and disadvantage of particular localities in regard to the facility of getting the coal at the different districts to market, is an important subject.—This leads to a statement of the prospects of the Danville and Pottsville Rail Road, and to the circumstances of the Lehigh coal monopoly as contrasted with the untrammelled trade of the Schuylkill region, where private capital and enterprise are free to exercise the bent of inclination. This possesses very great interest, and involves some circumstances respecting which the public generally have had as yet no specific information.—We allude to the fact that the Lehigh Company are willing to surrender to the state their canal improvements, and thus throw open to competition the Beaver meadow coal field to pass its produce at the same rates of tolls through the locks constructed by them. We shall come to this subject immediately, but first let us give a statement of the prospects of the Danville road. When finished it will pass through two of the important coal fields and the most difficult part of it, including the tunnel and the inclined planes is now completed, and is ready for the transportation of coal. From Girardville this road will run in a westerly direction, and intersect the basin of the Pennsylvania canal at Sunbury, thus affording another and most important avenue for tonnage to that canal, and meeting it at a point opposite the west branch of the Susquehanna. It will therefore be used not only for the transportation of coal from the mines on either end, but as a grand thoroughfare for the merchandise, produce, general traffic of the country, and the agricultural supplies of the vast and rapidly increasing population of these two mining districts. This road not being yet completed, there has been very little coal taken from the district through which it penetrates, excepting small quantities to prove its quality. The beds are very rich however, and in one case an unbroken body has been found without any admixture, of *fifty feet* in thickness above the water level.

The Beaver Meadow Company have authority to construct a rail road from their mines to the Lehigh and down the river to the Delaware division of the Pennsylvania Canal. It might however, depend upon the will of the Lehigh company, and perhaps upon the course of policy which the legislature adopts in reference to the subject generally, whether it shall become necessary to prosecute this road; and whether if made, such negotiation between the State and Navigation Company may not afterward be entered into as will accommodate the trade of the second coal district, and the increasing trade of the upper country, thus rendering it in a measure useless and an unnecessary expense; our own opinion is decidedly that it will be a folly to complete this road; that if made it would compel the Lehigh company to admit that it could compete with them, and that it is the interest of *both* companies to negotiate amicably. The Beaver Meadow company can be accommodated cheaper, via the Lehigh canal, and the Lehigh had better make fair terms or get nothing. Both companies have to compete with the Schuylkill—she is not a rival to despise, and a house divided against itself will never warm its neighbours!

The river Lehigh is the natural route to market of several of the northern counties, and was declared a public highway as early as 1771, but passed by act into the hands of the present company in 1818, in a state of nature, and that grant was subsequently confirmed to

them and their successors in 1822, by an act of incorporation. This act was an important one, and however viewed now, there is little doubt it was then regarded as an inducement, scarcely commensurate with the magnitude and hazard of the enterprise; so great was the difficulty of the navigation before, that it is a fact that the Mauch Chunk coal mines, now so valuable, were leased by the company for a period of twenty years for only the payment of the rent of *one ear of Indian corn annually!* The Lehigh Company first made a mere descending navigation by artificial freshets, at an expense of \$155,420. Subsequently the present navigation, admitted to be the best in the U. States, was constructed at an expense of \$1,546,094. The different rail roads and other improvements made by the company of the mines, &c. cost the sum of \$323,580 27. Whole original cost of the improvements \$2,196 191 14. It is now argued that they had laid exorbitant tolls for the purpose of excluding the owners of coal land above them, but this is not thought to be such an abuse and misuse of their charter as would justify the legislature in resuming the grant. So long as the company keep within the provisions of the law, and do not assess a higher toll than the law permits them to receive, they may impose it either for prohibition, or for the purpose of remunerating the stockholders for their large expenditure. If it be decided by the proper tribunal, that the state exceeded its powers in its grant, it would be obliged to remunerate them for any loss which they might sustain, on proof that the charter was null and void. The company then having in no wise violated their charter, the issue is, not between them and the people, but between the people and the legislature, and it is important to ascertain whether the navigation as now permanently constructed, may not be turned to still greater advantage, and by subserving the views of the many, instead of those of the few, become productive of greater good, and whether instead of retarding, it may not become the means of enriching and improving the whole face of the northern territory of the state—of converting the wilderness and barren mountains into usefulness and value, and of augmenting and strengthening the resources of this great city.

A strong contrast exists between the Schuylkill navigation and the improvements at Pottsville, and those on the Lehigh, where the country is under a padlock, with the key kept in Philadelphia. When the padlock was granted in the shape of a charter to the Lehigh company, the bargain to the company was a hard one; the consideration now should be to purchase the improvements, and put the country on an equality with Schuylkill county; if the people on the Lehigh have been subjected to inconvenience, it has been done *according to law*; no complaints are known to exist except in the transportation of coal, and on that article their tolls have been reduced for 1834; from one dollar and three cents, to seventy-three cents a ton for forty-six miles, and the company are now prosecuting more liberal schemes, by opening the trade partially to others. An argument may be formed, however, in favour of purchasing back their privileges by reverting to the fact that the Lehigh board is changed annually, and they *may* at any time reverse their grants, so long as they hold the power. The equal rights of citizens demand this purchase, and the state ought to make it, particularly as the company have expressed a willingness to sell their canal, reserving their mining privileges. It is to be regretted this was not acted on a year ago; the Beaver Meadow Rail Road has since been commenced. Those acquainted with the local situation of the eastern end of the first coal field, and the lands owned by the company will be satisfied that although individuals might be competent to the task, yet no individual in his private capacity would be willing at this day, to undertake the transportation of coal over the mountains to the Lehigh. As a coal company therefore, they may be safely allowed to remain. By the

purchase, the state would again be put in possession of the valley of the Lehigh, and by uniting the Lehigh navigation with the Delaware canal, a free and permanent communication would be opened from the *three* great anthracite coal fields of Pennsylvania to the sea board. This is a sufficient inducement; but it is not all; a communication will thus be opened, through which will pass the various and valuable productions of the Wyoming valley of the North branch of the Susquehanna, of the Genessee river, and the lakes; and the people inhabiting a large portion of our great rival be placed several miles nearer Philadelphia than their own city, New York. The population on the North Branch and its branches, exceeds 300,000 souls.

A canal, it is ascertained by actual examination, may be made from Berwick, on the north branch of the Susquehanna to the Lehigh, and a rail road from Wilkesbarre the mouth of Wright's creek, a distance of 14 miles only, is practicable, and would no doubt be placed under immediate contract. Other rail roads would soon be seen to intersect the canal, and pour their treasures into market, while a new and great population would spring up where now reigns the desert and howling wilderness; the state improvements would be benefited enormously. The Delaware division of the Pennsylvania canal, from Easton to Bristol 60 miles, cost the state one million four hundred and thirty odd thousand dollars. By uniting the Lehigh and Delaware canals, a great share of the trade would be secured to these; in a few years the coal alone would pay the interest of the whole sum invested in both. In 1832 the Lehigh company paid the state in tolls on the Delaware canal \$17,646 71, and in 1833, \$31,941 68.

The third, or Wyoming and Lackawanna coal field, is situated wholly in Luzerne county, and constitutes about one-fifth of its territory. The coal beds of this region vary from one foot to thirty feet in thickness, and are generally more accessible than those of the other fields, being exposed in innumerable places by deep ravines, abrupt precipices, and small streams, and in some places forming the bottom of the rivers Susquehanna and Lackawanna. The Pennsylvania canal passes through them at several points, and at others the coal may be precipitated from the mines, by means only of a chute or slide of boards directly into the canal boats. The distance from Wilkesbarre, the heart of this coal region, by the Pennsylvania canal to Port Deposit, the head of tide on the Susquehanna, is 199 miles, and from Wilkesbarre to Philadelphia by the Lehigh canal, is only 165 miles. The coal is not generally thought to be so free of ignition, but when ignited, the heat is intense and its duration greater.

This coal region is remarkable for being also one of the most productive and excellent agricultural districts in Pennsylvania. The same acre of land may furnish employment for both the agriculturist and the miner; for while the former is occupied on the surface, the latter, like the antipodes of another region, may be actively engaged in the interior in bringing forth the long hidden treasures of the earth. The Pennsylvania canal designed in part as an outlet for the coal of Wyoming, was commenced and is now nearly completed to the mouth of the Lackawanna, passing a distance of about 25 miles through this coal range. It should be still further extended, and doubtless will be hereafter. If it should be prosecuted to the New York line, it would intersect the improvements of that state, and afford an avenue for our coal, to a most extensive and rapidly increasing market. This work ought not to be delayed for a day, but prosecuted as early as possible. To show how much the coal is estimated in the state of New York, iron works at the south end of Chautauque Lake, are now supplied with Lackawanna and Mauch Chunk coal, which is transported from the city of New York to Albany, 160 miles; from Albany to Buffalo 300 miles, and from thence hauled in wagons to Jamestown 70 miles, and within seven miles of the state line. If we

add the distance from Mauch Chunk to New York 151 miles, we have a total distance of 631 miles from the mines to the place of consumption. This fact demonstrates as well the utility of coal transportation, as the value of the mineral. We shall not press this point now, however; the subject is before an intelligent community, and when the state shall have finished her main routes of communication, the time will have come, to attend to the veins which must supply the great arteries. It is estimated that there already exists in the western part of New York, a market for at least *one hundred thousand tons of coal yearly*; this would soon be doubled and trebled as in other places.

It only remains for us to notice in connection with the third coal field, the very important improvements commenced by Maurice and John Wurts. They obtained in 1823 and 1825, acts of incorporation, and succeeded in forming the Delaware and Hudson canal company, who undertook and completed the Herculean enterprise of constructing a rail road and canal from the coal beds of the Lackawanna, near the eastern termination of the field to the North river. The country was then a dense wilderness; Carbondale contains now a population of 2 500 souls! They have constructed a rail road from the Lackawanna to the Lackawaxen, a distance of 16 miles, overcoming almost insurmountable mountains, by means of eight inclined planes. From the termination of the rail road at Honesdale, a place containing 1500 inhabitants, a canal is continued to the Delaware, and from thence through the state of New York to Rondout on the North river, 94 miles above the city of New York; whole length of canal and rail road 123 miles. This work was completed in 1829, at an expense of \$2,305,992 53. During 1833, about five millions of feet of lumber were conveyed upon the rail road from Carbondale to the Lackawaxen and Delaware to be rafted to market. The coal mined in this part of the district, and sent to market by the river and canal, and used for home consumption is estimated at

By Delaware and Hudson Company,	111,777 do
Home consumption, &c.	20,000 do
Total,	161,777

The value of property employed in this trade is estimated at \$862,500. in addition to which we notice 900 vessels loaded at Rondout in 1833.

There is estimated to be 624 000 acres of coal deposits in all our coal fields, and the value of this immense district including its agricultural price is estimated by those who possess the best means of knowing, to be no less than *twelve millions four hundred and eighty thousand dollars!!* The improvements and property connected with and consequent upon the coal trade in this state in the three great coal fields, are estimated at *nineteen millions and a half!* If we add to these the value of the store houses, wharves, landings, &c. at all the places where it is transported for sale, we shall have an amount equal to the entire capital of the Bank of the United States, or \$35,000,000, if not more.

The whole amount of coal, mined, and sent to market, in 1833, was 592,210 tons.

Nature, in the disposition of her bounties, seems to have bestowed upon Pennsylvania more than a due proportion of the treasures of the mineral kingdom.—Great and valuable as are her anthracite deposits, and rich and abundant as are her mines of iron ore, and other materials, her *bituminous coal region* is still more extensive and inexhaustible. Several counties are within its range, which embrace together, an area of about *twenty-one thousand square miles, or thirteen millions four hundred and forty thousand acres.* This invaluable article, is found to possess all the properties of the best bituminous coal; producing the finest coke, as well as hydrogen gas: since the opening of the line of communication with this region, small, but increasing quantities, have found their way to Philadelphia. It is des-

tined to be of equal importance to the trade of our city with the anthracite. It is mined to a greater or less extent in all its localities: near Pittsburg, at the rate of one and two cents the bushel, and is thus brought within the means of all. Pennsylvania also derives a revenue from her coal, from Cincinnati, and even New Orleans! That its great abundance and cheapness, have given birth to the vast manufacturing establishments of the West, there can be no doubt. The great salt works of our state, are also great consumers of coal; they use yearly, five million and ten bushels! The bituminous coal region must become to a much greater extent than it now is, the seat of the manufactures of Pennsylvania. The coke is now in extensive use by iron manufacturers.

For some of the interesting particulars above stated, we are indebted to the able report made to the Legislature, by the late Samuel J. Packer, Esq.*

When we reflect upon the date of the settlement of Pennsylvania, and compare it with the tardy strides made by the South American Republics, it is truly gratifying to witness her present condition and future prospects. Every day produces some new fact interesting to her developements. With Philadelphia to the east and Pittsburg to west, and with intelligent citizens every where, abundance of capital, a good soil, vast resources in mineral wealth, her march under ordinary circumstances must be onward.

Western Pennsylvania is such an important section of the state, that we may be excused for dwelling on it for a moment, to the exclusion of further remarks on the eastern part which is more generally familiar to the reader. As a general remark, it may be said that western Pennsylvania is broken and hilly. Somerset, parts of Fayette, Westmoreland, Cambria, Indiana, Jefferson and McKean counties are mountainous, interspersed with rich valleys from 1,000 to 1,500 feet above the level of the ocean, and their ridge from 500 to 1000 feet higher. Washington, part of Fayette, Westmoreland, and Allegheny counties, are remarkable for their lofty, insulated, and fertile hills, with narrow and exuberant bottom lands intervening. The scenery is extremely beautiful and picturesque. The counties which lie northward of Pittsburgh, although broken, are not generally covered with such high hills as those just mentioned, and have more level bottom lands along the water courses. On French creek and many other of the confluent of the Allegheny river, there are extensive bottoms covered with beech, birch, sugar maple, intermixed with the Waymouth pine and hemlock spruce, supplying the vast amounts of lumber sent down the Ohio and even to New Orleans.

The soil of the southern counties is generally good, except some portions of Greene, which are called *glade* lands. Washington, Fayette, Westmoreland, Allegheny and parts of the other counties produce abundantly, corn, wheat, rye, barley, oats, flax and the potatoe, and sheep are extensively pastured, particularly in Washington county. The counties which lay towards Lake Erie have a thinner and colder soil than those towards Virginia, and are all well adapted to grazing, 30,000,000 of feet of lumber annually descend the Allegheny, to the common centre of the rivers, Pittsburg. These counties supply yearly vast droves of live stock, which are driven by *three* excellent turnpike roads which connect the west with the east; viz: The National road which passes from Wheeling to Cumberland, through the southern portion of this region; the Southern Pennsylvania road, and the northern road from Pittsburg, through Ebensburg, Huntingdon, &c. to Philadelphia, uniting with the Southern Pennsylvania road at Harrisburg.

During the months of October, November and December, March, April, May, and June, the Ohio is navigable for steamboats up to Pittsburg, and its confluent for flat and keel boats, which convey the produc-

* See Reg. Vol. XIII. p. 185.

tions of this region to a market in the southern part of the valley. During January and February it is frequently interrupted with ice, and in July, August and September, by the want of sufficient depth of water in those streams, the remedy for which in the Ohio, we have already pointed out. Steamboats during the fall and spring, run up to Brownsville on the Monongahela, a town of considerable importance. The other rivers of Western Pennsylvania are not yet navigated to any great extent by steamboats.

The natural advantages of this region, the general productiveness of its soil—for there is scarcely any part which cannot be cultivated with advantage, even the knobs of the hills—its facilities for intercourse, natural and artificial; and the salubrity of its climate, will render it a very populous country. The farmer of Western Pennsylvania has New Orleans, New York, Philadelphia and Baltimore, with the places intermediate, as markets to which he can send the products of his labour. The horrors and dangers of the Indian wars were long known in portions of this region.

Washington, Brownsville, Canonsburg, Uniontown, Greensburg, Beaver, Meadville, Erie, &c. are growing and important towns, several of them the seats of justice of their respective counties. Along the Monongahela, there are several places, such as Elizabethtown, Williamsport, Bridgeport, where steamboats are built, as well as in Beaver and its vicinity, and at Shaus'town, 12 miles below Pittsburg, to which latter place they are taken to be finished and to receive their engines.—There is a vast number of villages and towns in Western Pennsylvania, and many of them beautiful, with an intelligent and pleasant society; our limits, however, prevent us, unhappily, from even naming them.

The most important place is the city of *Pittsburg*, which is properly denominated the “Birmingham of the West.” It is 300 miles from Philadelphia, 120 south of Lake Erie, and 1,000 by land, but 2,029 by water, above New Orleans, at the junction of the Monongahela, and Allegheny, forming the Ohio. The city stands upon a level, alluvial bottom of quite limited extent, surrounded by hills. It was founded in 1765; a fort, part of which remains, had been built five years before by Gen. Stanwix, and was called fort Pitt. The city has a triangular form, and is rapidly extending even up the sides of the hills; Birmingham and Alleghenytown connected by bridges to Pittsburg may be considered part of the place, and above Alleghenytown about a mile, is the town of Manchester. The great quantities of coal in all the hills around, with vicinity to iron, combined with the fine situation of the city for commercial enterprise, have made it a vast assemblage of manufacturing establishments, which are constantly rolling up immense volumes of smoke, darkening the very heavens, and discolored every object, even the houses and the clothes of the inhabitants. The hills around intercept the passage of currents of wind, so that the soot of the furnaces falls in little flakes all around. The inhabitants become accustomed to the annoyance, and do not admit to strangers its inconveniences.

An enumeration of the various manufactories, &c. of this great place would occupy too much of our space; we have obtained the following particulars from an intelligent friend, which, abridged, stands thus:—

There are in Pittsburg, sixteen foundries and engine factories, of the largest denomination, besides numerous other establishments of less magnitude.

There are at least nine rolling mills, cutting two tons of nails, and rolling eight tons of iron per day, on the average, and employing from 70 to 90 hands each.

There are six cotton factories with an aggregate of 20,000 spindles, 116 power looms, and 770 hands.

Six extensive white lead factories.

Five extensive breweries, besides smaller ones.

Six steam saw mills.

Four steam grist mills.

Ten extensive glass works.

Upwards of one hundred steam engines in full operation.

There are, moreover, innumerable establishments for the manufacture of ploughs, timber wheels, screws of all kinds, saddle trees, machine cards, bells, brass, work of every description, locks, &c. &c. all manufactured extensively for exportation, and supplying to a vast extent the wants and the comforts of the numerous inhabitants of the valley of the Mississippi.

There is much moral power and intelligence in this city as well as much wealth—many men of talents in the professions of manufacturers, merchants, lawyers, physicians and divines, some of whom are well and advantageously known abroad.

There is at Pittsburg an Arsenal, the Western University of Pennsylvania, the Western Penitentiary, the Theological Seminary, a fine museum, besides banks, bridges, churches, hotels, and huge buildings for factories sufficient to fill a guide book. The city is admirably supplied with water from the Allegheny river, raised by a steam engine of 84 horse power, which will elevate 1,500,000 gallons in 24 hours. The place is a great thoroughfare for travellers, and though the last few years have witnessed an increase of inhabitants truly gratifying, Pittsburg may be said to be yet in its infancy; the influence of our public improvements, with the vast annual increase of demand for manufactures will have an effect on her prosperity, that few can properly appreciate.

To a stranger, one of the most imposing sights presented in America, is presented when standing on the bank of the Monongahela above the point, and taking a survey of the steamboats as they depart on their long voyages down the Ohio, or arrive upon their return; the latter marching up heavily loaded, overcoming the resistance of the current, and discharging at intervals their steam, occasioning a startling roar, re-echoed in quick succession from the neighboring hills. In the busy season, several boats arrive and depart daily, creating activity every where.

The morals of the people of West Pennsylvania are generally good; intemperance is rapidly diminishing; religious feelings were early disseminated in this fine region, and have great influence on the public mind. Schools are improving, and Sunday schools, with libraries, are becoming general; colleges are numerous, and afford a good education at a moderate price, to the gifted sons of the humblest inhabitant.

With these few observations, which we should gladly have extended, we may conclude the account of West Pennsylvania, with the assertion that few parts of the union are more favoured by nature, few possess greater enterprise or intelligence, or offer stronger inducements to emigrants to settle in its salubrious and fertile boundaries.

EASTERN PENNSYLVANIA

differs somewhat from the portion west of the mountains, in being generally more level, and consequently better supplied with navigable streams: these will be noticed under the head of rivers.

The aspect of this part of Pennsylvania, presents a series of fine farms, under an excellent system of tillage, diversified by thriving towns and villages, mills, manufactories, and in fact every thing that can bind civilized man to the soil. The several counties would require too much of our space to describe them individually, and our space is already so occupied as to make it impossible.

Harrisburgh is the seat of Legislation: it is on the left bank of the Susquehanna; a substantial and handsome bridge, connecting it with the west bank. The State house is a conspicuous object, and a handsome structure, the vicinity is marked by a rich and variegated landscape rarely exceeded.

Lancaster, in the county of the same name, is also an important inland city, compactly built, and increasing in wealth and population. Much wealth is concentrated here, and it is the centre of one of the richest agricultural districts in the Union.

Philadelphia, (with Pittsburgh,) completes the list of cities proper in the state, and is the second in point of population in the country; in point of wealth, the most important, and we may reasonably indulge the hope, that now, the great internal routes of the state are completed, she will again rise to the station she has only lately lost, that of the first in every particular.

Philadelphia is remarkable for the number of its public buildings, its charitable institutions, its literature, science and arts; institutions for education, insurance companies, fire companies, its water works, the finest in the world, its markets, banks, theatres, public squares and gardens, prisons, asylums, but above all for the estimable character of its citizens and merchants — As a place of residence, it is preferred by the rich of all sections, more particularly the southerners. To describe it fully, would require a large volume of itself; we can only say, that it is now again about to receive an impetus from the effects of the canals and rail roads we have described above, and that great as has been her increase within the past ten years, the three next ensuing will accomplish more.

Reading, Easton, Sunbury, Northumberland, Wilkesbarre, Williamsport, York, Gettysburg, Carlisle, Chambersburg, Huntingdon, Bedford, Lebanon, Allentown, Pottsville, Lewistown, Bethlehem, &c. &c. would all require a description, in any account of the state other than a physical one. Many of these are important places, with an industrious and reading population; possessed of good schools, public libraries, and all the means of comfort and happiness.

Marble, of the finest kinds, abounds in Eastern Pennsylvania, where many public and even private buildings are constructed of this beautiful material. Iron and coal too, we have already seen, are not wanting to this fertile region.

RIVERS OF PENNSYLVANIA.

Having now gone over most of the ground designed to be travelled in this outline, it remains to notice more particularly than we have hitherto done, the important features of the rivers and roads of the state.

It is drained by the Delaware, Susquehanna, Ohio, Potomac and Genessee rivers, and the extreme N. W. angle of Lake Erie. The rivers conform in their courses to those of the mountains; this is strikingly obvious in the Delaware and Susquehanna.

The Delaware rises by two branches in the Western spurs of the Catsbergs, in two streams; the Cookquago to the north-west, and Popachton to the south-east; flowing from their sources south-west, about fifty miles, draining Delaware county, New York. The united streams maintain a south-east course, fifty miles, to the mouth of the Neversink, in the northern extremity of New Jersey. Here the Delaware touches the north-west foot of the Kittatinny chain, along which it turns to the south-west, thirty-five miles, to the mouth of Broadhead's creek, from Pike and Northampton counties. Winding to the south, just below, it breaks through the Kittatinny, and enters the fine valley between that chain and the Blue Ridge. At the north-west base of the latter, near Easton, the river again conquers the mountain pass, and five miles lower down another through the south-east mountain, when it again assumes a south east course through the Kittatinny mountain, about thirty-five miles. At Trenton it passes the primitive ledge, and meets the tide. Passing along or near the primitive rock, it receives, just below Philadelphia, the Schuylkill from the north-west. Forming its last great bend five or six miles below Newcastle, the noble bay of Delaware opens into the Atlantic ocean in

a south-east direction. Thus we have seen the waters of this great river in four states: New York, New Jersey, Pennsylvania and Delaware.

The entire length of the Delaware is, by its devious courses from the Catsbergs to the ocean, 310 miles, not quite half, being tide water: no cataracts interrupt its course, and it is destined when canalled to the State of New York, to exercise a powerful influence on the future prosperity of Philadelphia. Like the Susquehanna and Potomac, the Delaware receives nearly all its large tributary streams from the west. Of these, only two, the Lehigh and Schuylkill are of considerable magnitude.

These two rivers, however, from the position of their valleys as channels of intercommunication, and from the mineral treasures found along their mountain sources, have, as we have seen, become important tributaries.

The Lehigh rises by various mountain branches, in Northampton, Pike, Wayne, and Luzerne counties: these unite below the town of Stoddartsville, and passing Mauch Chunk, &c. joins the Delaware at Easton. It is an impetuous river, rolling down a great descent, making its lockage, imperative to be turned to the useful purposes of navigation. This arduous work, has been effected by the Lehigh Coal and Navigation Company, mainly under the superintending intelligence of Messrs. White & Hazard.

The Schuylkill, which rises in the county of the same name, and drains about five-eighths thereof, is formed by two small branches, uniting immediately above, and passing through the Kittatinny mountain, seven miles south-east from Orwigsburg. After passing the coal region, Reading, &c. it receives the Perkiomen, and some smaller creeks from the north, passes the primitive ledge, and joins the Delaware as before stated. Its entire length is about 100 miles; 20 above, and 80 below the Kittatinny mountains, having the advantage of tide water only to the city of Philadelphia, the remaining distance being principally canalled, or slack-water navigation. The scenery of this fine river is justly celebrated. The Union canal connects the Schuylkill with the Susquehanna, by the Swatara and Tulpehocken Valleys.

The Susquehanna enters Pennsylvania by two great branches, the Susquehanna proper, and the Chemung or Tioga: their junction being a little below Tioga point. It breaks through several mountain chains, and at the mouth of the Lackawannock, nine miles above Wilkesbarre, enters the fine Wyoming Valley. Continuing down the mountain valleys, it receives the West Branch at Northumberland. In its entire course from Tioga point to this place, it receives no tributary stream of forty miles in direct length; the tributaries in that distance being mere mountain creeks, of a rapid current, but still at high water serving for the passage of lumber and produce. The Western Branch is in all its extent a river of Pennsylvania. Its extreme western source, in Indiana county, reaches within less than thirty five miles of the Allegheny river, at Kittanning. It receives the Sinnamahoning, Bald Eagle, Pine creek, Lycoming, Loyalsock, and the Juniata, and maintaining its course sixty miles below the Blue Ridge, the united branches empty into the tide water of the noble Chesapeake Bay. The Susquehanna is a magnificent river when its banks are full, and no scenery in our country can surpass that which it presents.

Juniata, the south-west branch of the Susquehanna, rises in the northern part of Bedford county, passes Bedford, and after breaking through several mountain passes, receives the Frankstown branch, below and near the borough of Huntingdon, in Huntingdon county. It now enters Mifflin county, passes Lewistown, and breaks through Shade mountain into the Tuscarora valley, which it crosses, and reaches the Tuscarora mountain; down which it flows to near Millerstown, and enters the Susquehanna in Perry county. The Juniata has a

rapid course, but is exempt from perpendicular falls; and notwithstanding it originates, and has its entire course amongst craggy mountains, it is navigable, at high water, to near Bedford, and has always contributed largely of flour, lumber, &c.

The Potomac derives but a small portion of its waters from Pennsylvania, and needs no further description here than a map will afford. At Cumberland it reaches within five, and at Hancock's town, within two miles of our southern boundary. The waters it receives from Pennsylvania, are conveyed through the Savage river and Will's creek, from Allegheny, and the Coneocheague, from Washington county.

Leaving the Atlantic slope, we have the Allegheny and Monongahela; which, flowing directly towards each other, meet at Pittsburgh, and form the Ohio, and drain West Pennsylvania. The Allegheny has its source in Potter county, Pa. but flows north-west about 50 miles, in Caraugus county, New York.

Kiskeminnetas, a valuable tributary of the Allegheny, rises in a mountain valley, between the Allegheny and Chesnut ridges, breaks through Chesnut and Laurel Hill, uniting with the Allegheny, near midway between the mouth of the Mahoning and Pittsburgh: from the mouth of this river the state canal extends along its valley, and that of the Conemaugh, (another name for the same stream) to Johnstown, where the portage rail road begins.

French creek has its source in the extreme south-west angle of New York, and increased by numerous branches, in Erie and Crawford counties, Pa. forms a navigable river at Meadville. It unites with the Allegheny river at Franklin, Venango county. It, too has been canalised. There is no other feature in the hydrography of the United States, more remarkable than the country from which Chataugue and French creek have their sources. The extreme north-west waters of the former, flow from within three, and of the latter, from within five miles of the margin of Lake Erie.

The Monongahela is formed by two branches, the Monongahela proper, and Cheat river; which rise in Virginia, and unite two miles within the south boundary of the state: length about 100 miles.

Youghiogheny, rises in Maryland, between the sources of Potomac and Cheat rivers: it is a fine mountain stream, of about one hundred miles in length, thirty in Maryland, and seventy in Pennsylvania.

Big Beaver, is the first river which enters the Ohio: it is formed by the Mahoning, Shenango, Neshannock, and Conequenessing creeks.

ROADS.

Pennsylvania has justly been said to be entitled to the credit of having constructed the first stone turnpike road in the Union: she also attempted the first canal over 100 miles in length. Since the year 1792, *two hundred and twenty turnpike companies* have been authorized by law: none of these have yielded profitable returns by dividends, but all the residents of the state have been benefitted by the improved value of lands, and the economy of business. It is impracticable to ascertain the length exactly, of these improvements, but it is probable that more than 3000 miles of road have been authorized, and that 2500 miles have been constructed.

BRIDGES.

Pennsylvania is celebrated for her bridges, and in no state are such fine structures to be seen. Between 60 and 70 companies have been incorporated for building bridges, and above 50 have been constructed by them, at an expense of \$2,750,000. Besides these, in many counties, bridges have been erected at county charges, often costing \$60,000 each.

CONCLUSION.

Having now, we trust, redeemed our pledge, and given the facts promised, the reader will be able, with the assistance of the accompanying map, to make himself acquainted in some measure with the localities of the public works, and coal fields, &c. of the great State

of Pennsylvania; and by keeping both map and description for reference, our subscribers will, we hope, reap some benefit in return for the labour and expense we have incurred to gratify their laudable curiosity,

MARSHALL MONUMENT.

At a meeting of the committee appointed by the Bar of Philadelphia, on the 7th July, 1835, held at the Law Library Room, on the 31st of the same month,

P. S. DUPONCEAU, Esq. was appointed Chairman, And, James C. Biddle, Esq. Secretary.

The following resolutions were adopted:

Resolved, That a sub-committee be appointed to consist of five members, whose duty it shall be

1. To proceed immediately to collect subscriptions for the Monument, from the Bar of Philadelphia.

2. To cause subscriptions to be collected from the Bar of the other parts of Pennsylvania.

3. To promote subscriptions by the members of the Bar throughout the United States.

4. To correspond with such committees, and individuals and members of the profession throughout the United States as may be authorised or disposed to co-operate with us in the proposed object.

5. To confer on the part of the Bar of Philadelphia, with such committees or individuals as may be appointed or authorised to confer with them on the subject of their appointment, or matters connected therewith.

6. To adopt such other measures as may seem to them expedient and proper for furthering the contemplated purpose;

Resolved, That desiring to make the subscription as extensive as possible, and to avoid inconvenience to those who may be willing to unite with them, it is the wish of the committee that individual subscriptions should be moderate, and that the required amount may be made up by the number of contributors, rather than by the magnitude of particular donations, so that the Monument may truly be the work of the Bar of the United States, and an enduring evidence of their veneration for the memory of the illustrious deceased.

Resolved, That it is the desire of the Bar of Philadelphia, that all who may contribute, may have a voice in selecting the plan to be adopted, and at a suitable time, arrangements will be made to give them an opportunity, by their delegates, to take a part in the selection.

Resolved, That before a plan can be adopted, it is necessary to know the extent of the means that will be furnished, and therefore, it is earnestly requested that subscriptions may be collected and forwarded with the utmost possible despatch.

Resolved, That Samuel Jaudon, Esq. Cashier of the Bank of the United States, be the Treasurer of the Marshall Monument Fund, to whom all monies collected, are to be forwarded.

Resolved, That we sincerely hope that our brethren throughout the United States, will immediately and actively exert themselves, within their respective spheres to collect and forward subscriptions, in such manner as may seem to them best.

Resolved, That the sub-committee be instructed to receive no subscription from any member of the Bar of Philadelphia, exceeding ten dollars, and to inform the members of the Bar throughout the United States, that this regulation has been adopted here.

Resolved, That the Editors of the Newspapers throughout the United States, be requested to publish these proceedings.

The following gentlemen were appointed the sub-committee under the 1st resolution.

Mr. DUPONCEAU,
SERGEANT,
BINNEY,
CHAUNCEY,
J. R. INGERSOLL.

P. S. DUPONCEAU, Ch^r.

J. C. BIDDLE, Secretary.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

MAY, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.
THERMOMETER.						BAROMETER.					
1	Friday,	54	60	60	58	29.75	72	72	29.73	S	Cloudy day
2	Saturday,	53	62	63	59	84	88	87	86	N	Clear day
3	Sunday,	50	62	64	59	30.00	29.97	94	97	N	Do do
4	Monday,	51	70	70	64	29.80	70	63	71	S	Do do
5	Tuesday,	59	76	66	67	63	63	61	62	W	Clear—showry
6	Wednesday,	59	65	63	62	62	80	80	74	W	Cloudy—sun and clouds
7	Thursday,	52	63	63	59	90	90	90	90	S	Sun and clouds
8	Friday,	53	53	52	59	70	74	76	73	N	Light rain—cloudy
9	Saturday,	44	45	44	44	75	70	70	72	NE	Rainy day
10	Sunday,	43	56	57	52	70	76	78	75	W	Sun and clouds—clear
11	Monday,	45	64	63	57	85	88	86	86	W	Frost—clear—sun & clouds
12	Tuesday,	54	68	68	63	86	88	88	87	SW	Sun and clouds
13	Wednesday,	50	68	65	61	88	87	79	85	S	Clear, overcast, rai. at night
14	Thursday,	50	54	52	52	68	68	68	68	E	Rainy day
15	Friday,	48	55	50	51	68	68	68	68	W	Sun and clouds
16	Saturday,	43	55	57	52	70	71	72	71	W	Frost—sun and clouds
17	Sunday,	49	60	70	60	77	79	80	79	W	Clear day
18	Monday,	57	80	79	72	90	90	90	90	SW	Do do
19	Tuesday,	59	84	81	75	90	91	92	91	W	Do do
20	Wednesday,	65	84	78	76	88	88	88	88	W	Lightly cloudy—showry
21	Thursday,	65	75	57	66	88	88	90	89	E	Cloudy—rain
22	Friday,	56	67	65	63	30.00	6	6	30.4	E	Clear day
23	Saturday,	51	64	60	58	20	22	20	21	SE	Do do
24	Sunday,	45	65	65	58	20	16	9	15	SW	Do do
25	Monday,	57	78	77	71	29.96	90	85	90	SW	Sun and clouds
26	Tuesday,	67	79	79	75	85	85	85	85	NW	Clear day
27	Wednesday,	68	72	70	70	85	82	82	83	E	Cloudy day
28	Thursday,	63	73	74	70	82	82	82	82	S	Cloudy—sun and clouds
29	Friday,	68	78	76	74	78	74	72	75	W	Sun and clouds
30	Saturday,	67	70	72	70	77	77	87	80	W	Do do
31	Sunday,	56	73	74	68	90	90	90	90	SW	Do do

Thermometer.

Barometer.

Maximum on the 20th, 76°
 Minimum on the 9th, 44
 Difference, 32
 Mean, 63

Maximum on the 22d, 30.21 inches.
 Minimum on the 5th, 29.62 "
 Difference, 00.59 "
 Mean, 29.82 "

From the Philadelphia Gazette.

ORIGINAL LETTERS,

(Never before published.)

From Dr. Franklin to Dr. Cadwallader Evans.

[Continued from page 67.]

LETTER VI.

LONDON, March 17, 1770.

Dear Friend,

I received your Favour of Nov. 27, and thank you for the Information it contained relating to the Society.—Mr. Ewing has transmitted to me copies of Observations of the Transits of Venus and Mercury, which were made in Pennsylvania. Those you sent me, made by Messrs Biddle & Bayley, will, with the others, be printed, I

suppose, in the next volume of the Transactions of the Royal Society here.

Our Friends J——s and W——n, your quondam Patients, seem in pretty good Health here at present. Mr. W——n has got a Habit of Complaining that he was not well in almost every Company; and as is always the Case, he every where found Somebody who would officiously prescribe to him, and he too readily made Trial of their Prescriptions; so that he was forever physicking and never better. I have persuaded him to keep his Ails to himself, and he passes now for a well Man.

I am glad the Silk Books were agreeable to you, and likely to be useful. With great and sincere Esteem, I am my dear Friend,

Yours, very affectionately,

B. FRANKLIN.

DR. CADWALLADER EVANS.

LETTER VII.

LONDON, Aug. 27, 1770.

Dear Doctor—

I am favoured with yours of June 10. With this I send you our last Volume of Philosophical Transactions, wherein you will see printed the Observations of Messrs. Biddle & Bayley on the Transit, as well as those of Messrs. Mason & Dixon relating to the Longitude of Places. When you and your Friends have perus'd it, please to deliver it to Mrs. Franklin to be put among my Books.

Thanks for the Books on the Silk Affair. It will give me great pleasure to see that Business brought to Perfection among us. The Subscription is a noble One, and does great Honour to our Public Spirit. If you should not procure from Georgia, as you expected, one that understands the Reeling, I believe I can procure you such a Hand from Italy, a great Silk Merchant here having offered me his Assistance for that purpose if wanted.

I am happy beyond Expression to see the Virtue and Firmness of our Country with regard to the Non-Importation. It does us great Honour. And New York is in great Disgrace with all the Friends of Liberty in the Kingdom, who are, I assure you, no contemptible Number, who applaud the stand we have made, wish us Success. I am, my dear friend,

Yours most affectionately,

B. FRANKLIN.

Dr. Cad. Evans.

LETTER VIII.

LONDON, Feb. 10, 1771.

Dear Doctor,

I have not now before me your Letter which came with the Sample of Silk, having put it into the Hands of Mr. Walpole with the Sample, who has promised me full and particular Answers to all your Queries, after the Silk has been thoroughly examined. In the mean time he tells me, the best Sort appears to him to be worth in itself 27 or 28s a pound; and will fetch that Price when some Imperfections in the Reeling it are remedied. He tells me farther, that the best Eggs are to be had from Valentia in Spain, whence he will procure some for you against the next Year; the Worms from those Eggs being the strongest, healthiest, and producing the finest Silk of any others:—And he thinks you should get some Reelers from Italy, which he would likewise undertake to do for you if desired. He is one of the most opulent and noble spirited Merchants of this Kingdom.—I shall write to you fully per Osborne, with all the Information I can procure. In the mean time, Please to present my respects to the Gentlemen concern'd in the Affair, and assure them of my best Services.

I am, my dear Friend,

Yours affectionately,

B. FRANKLIN.

Dr. Cadwr. Evans.

LETTER IX.

LONDON, July 4, 1771.

Dear Doctor,

I acquainted you some time since that I expected soon to obtain satisfactory Answers to your Queries relating to the Specimens of Silk you sent over; but I was disappointed till lately that I had a Meeting with Mr. Patterson, esteemed one of the best judges of that Commodity, who favoured me with the enclos'd Paper, and, in Conversation, with the following particulars.

He thinks that the Water, tho' clear at first, may grow foul with the Impurities of the Cocoons reel'd in it, and therefore should be chang'd as that appears to be the Case.

He gave me a Skain of what is called the best Italian Silk imported here, and advised me to send over as a Pattern, for our People to endeavour to imitate, with regard to its Evenness, Cleanness from Nibs and Lustre; and that they might better see the Difference and understand his remarks he wish'd the Skains sent over hither might be returned with it.—I send them altogether accordingly.

He says the Silk reel'd from 12 Cocoons fetches nearly as good a Price as that from 6, because it winds well, and there is less *fine Waste*, the Dropping accidentally or through Inattention 3 or 4 of the Cocoons out of 12 not weakening the Thread so much in Proportion as when the same Number are dropt out of 6; nor is the Thread so apt to break in Winding.

I observe that the Italian Silk had a sweet smell as if perfumed. He thinks it is the natural smell of the Silk when prepared in perfection.

He understands that the Piedmontese Reel is esteemed preferable to Mr. Pullein's.

He says we may carry that Produce to what Length we please, it is impossible to overstock the Market, as the Demand is continually increasing, Silk being more and more worn, and daily entering into the composition of more and a greater Variety of Manufactures.

I communicated your Thanks to Mr. Walpole, who was pleased to assure me he should always be ready to afford the Design all the Assistance in his Power, and will endeavour to procure some Eggs for you from Valencia against the next Season.

I am much obliged to you for the Snuff box. The Wood is beautiful. The Manufacturer should be encourag'd.

I hope our People will not be disheartened by a few Accidents, and such Disappointments as are incident to all new Undertakings, but persevere bravely in the silk Business till they have conquer'd all Difficulties. *By Diligence and Patience the Mouse ate in twain the Cable.* It is not two Centuries since it was as much a Novelty in France as it is now with us in North America, and the People as much unacquainted with it.

My Respects to my good old Friend Mr. Wharton. I hope he is recovered of the Indisposition you mention, With sincere Esteem, I am, Dear Sir,

Your affectionate Friend,
and humble Servant,

B. FRANKLIN.

Dr. Cadw. Evans.

LETTER X.

LONDON, July 18, 1771.

Dear Doctor,

I wrote to you of the 4th instant pr. Gill, and sent you a Paper of Observations on your Specimens of Silk drawn up by Mr. Patterson, who is noted here in that Trade, with a Specimen of Italian Silk as a copy for our People to imitate. But they must not be discouraged if they should not come up to the Lustre of it, that being the very finest, and from a particular District in Italy, none other being equal to it from any other District or any other Country.

The European Silk I understand is all yellow, and most of the India Silk. What comes from China is white. In Ogilby's Account of that Country, I find that in the Province of Chekiang "they prune their Mulberry Trees once a year as we do our Vines in Europe, and suffer them not to grow up to high Trees, because thro' long Experience they have learn'd that the leaves of the smallest and youngest Trees make the best Silk, and know thereby how to distinguish the first Spinning of the Threads from the second, viz. the first is that which comes from the young Leaves that are gather'd in March, with which they feed their Silkworms; and the second is of the old Summer Leaves. And it is only the Change of Food, as the young and old Leaves which makes the Difference in the Silk.—

The Prices of the first and second Spinning differs among the Chinese. The best Silk is that of March, the coarsest of June, yet both in one year." I have copied this passage to shew that in Chekiang they keep the Mulberry Trees low; but I suppose the Reason to be, the greater Facility of gathering the Leaves. It appears too by this passage, that they raise two Crops a year in that Province, which may account for the great Plenty of Silk there. But perhaps this would not answer with us, since it is not practis'd in Italy, tho' it might be try'd. Chekiang is from 27 to 31 Degrees in North Latitude. Duhalde has a good deal on the Chinese Management of the Silk Business.

Dr. Pulein is an Acquaintance of mine. I will forward any Letters you may send him. He lives in Ireland, but often comes to London.

As you did not write to Dr. Fothergill, I communicated to him what you wrote in favour of Mr. Parke* who is to wait on him to-morrow. I shall be glad to render the young Man any Service here.

We had a cold backward Spring here, and it is since the Solstice that we have had what may be called a warm Day. But the Country now looks well with the Prospect of great Plenty. It is however the general Opinion that Britain will not for some years export much Corn, great Part of the arable Land being now enclosed and turn'd to Grass, to nourish the immense Number of Horses raised for Exportation, there being a Rage in France and other parts of Europe for English Horses, that seems increasing every year.

I hope our Friend Galloway will not decline the Public Service in Assembly with his private Business. Both may be too much for his Health: But the first alone will be little more than an Amusement: And I do not see that he can be spared from that Station without great Detriment to our Affairs and to the general Welfare of America.

I am with sincere esteem
Your affectionate friend
and humble Servant.
B. FRANKLIN.

Dr. Cadw. Evans.

P. S. The enclosed Notes were given me by Mr Small a Leading Member of the Society of Arts, with a Desire that I would send them over to some Member of your Philosophical Society; supposing the Herb may be of some use.

*The gentleman here mentioned, was, we understand, the late Dr. Thomas Parke, President of the College of Physicians of this city, who died in January last.—ED.

(To be concluded.)

RIVER DELAWARE.

In our last volume we published several documents relating to the use of the Delaware—together with a report of a Committee of the House of Representatives, on the agreement with New Jersey, made by the Commissioners of both states. In the Journals which lately came to hand, we find a report presented by Mr. Penrose of the Senate, near the close of the session, accompanied by several documents—the report we publish this week. Such of the other papers as have not already appeared in the Register, will be inserted hereafter. We have endeavoured to collect all the documents relating to this subject, and we believe it the most complete collection of them to be found any where. On page 101 of Vol. XV. we have referred to the different volumes in which they are to be found.—We have also received a report made to the Assembly

of New Jersey, on the last agreement, which will appear in due time.

Report relative to the use of the waters of the River Delaware.

READ IN SENATE, April 14, 1835.

Mr. Penrose from the judiciary committee, to whom was referred the report of the commissioners appointed on the part of the State of Pennsylvania, under certain resolutions of the Legislature, relative to the use of the waters of the river Delaware, together with the agreement executed by them in conjunction with the commissioners appointed on the part of the State of New Jersey, in relation to that subject and accompanying documents; Reported,

In order to understand and fully to appreciate the character of the compact proposed by the commissioners, it will be necessary to advert to some of the former proceedings of the States of Pennsylvania and New Jersey in reference to the Delaware river. All the difficulties which had previously arisen were amicably settled by a compact entered into in 1783, and it was not till many years had passed that this harmony was disturbed.—The construction of dams, other than those recognized by the compact, for creating water power, which was done in both States to the injury of the navigation, afterwards became a source of mutual complaint. An effort to adjust these disputes by commission, in 1817, proved ineffectual, and the obstructions to the navigation were subsequently rather increased than diminished. The right of each State to prohibit the construction of any work injurious to the navigation, was claimed and conceded to both sides under the compact of 1783; and when the State of New Jersey had incorporated a company to make a canal from the Delaware to the Raritan, it being necessary to feed it from the Delaware, an application was made to the Legislature of Pennsylvania for that permission; a law was passed by Pennsylvania for that purpose, but encumbered with some conditions that were deemed inconvenient and onerous. It is remarkable that one of the conditions then exacted, was that an inlet lock should be made from the said feeder into the Delaware within half a mile of the New Hope bridge, at the same place where it is proposed in the late compact to form a connection between the Jersey and Pennsylvania canals. The company then created, failed in their undertaking, but another soon took its place. In the mean time Pennsylvania had commenced her Delaware division, and both States relied essentially on the waters of the Delaware for their canals; New Jersey therefore invited the attention of Pennsylvania to this subject, by an act of Assembly passed 17th February, 1829. In this act provision was made for the appointment of commissioners to meet others to be appointed by Pennsylvania, with power "to employ competent engineers, and take all necessary measures to ascertain and determine how, in what manner and at what places the waters of the Delaware may be most advantageously taken, (for feeding the canals and erecting water power,) and to make and conclude an agreement respecting the same between the states, taking care in said agreement to guard from injury, in the best manner, the shad fisheries, and navigation of said river," which "when ratified by the respective States, and the consent of Congress obtained" was to be binding on both States.

This act was met on the part of Pennsylvania, by another substantially in the same terms. The commissioners of the two States accordingly entered upon their duties, and on the 5th December, 1829, concluded an agreement "for effecting an arrangement between the States of Pennsylvania and New Jersey, for the mutual use of the waters of the river Delaware for canal and other purposes."

This agreement in the 1st article provides that the

State of Pennsylvania, "may erect a dam across the river Delaware, at the head of Wells' Falls, and construct a feeder therefrom for the Pennsylvania canal, not exceeding 40 feet width at water line, 25 feet in width at bottom, and 5 feet in depth." Article 2d, provides for a dam at the present head of the feeder of the Delaware and Raritan canal. Article 9th, provides that the State of Pennsylvania shall form an easy, safe and direct communication between the Pennsylvania canal and pool formed by the feeder dam of the said Delaware and Raritan canal feeder, and that the State of New Jersey should form an easy, safe and direct communication between the said Delaware and Raritan canal feeder, and the pool formed by the feeder dam of the Pennsylvania canal. This agreement is so important to a full understanding of the matter under consideration, that it has been thought proper to present it entire in the appendix. The report of the engineers employed by the commissioners, contains much useful information, and for that reason is also appended. The Legislature of Pennsylvania did not ratify this agreement, but it is understood that New Jersey did so. It appears by reference to the journals of the Pennsylvania Legislature, that remonstrances were urged against the erection of dams of the height proposed, under an apprehension that they would injure the navigation. These remonstrances probably prevented the action of the Legislature on the subject.

The Delaware division of the Pennsylvania canal was however, being constructed, and it was ascertained that the first level below Wells' falls was located too high by about two and one half feet, to be fed from the river at low water, without a dam. There was no alternative therefore, for the canal commissioners, but to devise some other mode of feeding or abandon the whole work. In this dilemma they determined to erect a wing dam, at the head of the falls to create a power sufficient to raise water by machinery to feed the canal, by which means it has as yet been supplied for the business on it without much inconvenience. It appears to be agreed however, by all who have examined this subject that this mode of feeding will be precarious at all times, owing to the decay and injury to which this machinery is liable, and that with the rapidly increasing business, the supply of water (especially when the river is low,) will soon be altogether insufficient. There are however other reasons why an alteration in this mode of feeding has been desired by Pennsylvania. Heavy complaints are made by the citizens of both States, that the wing dam thus erected, obstructs the ascending navigation of the Delaware, so that boats cannot now be taken up the falls without passing into swift water, when it is impracticable to ascend with their usual strength of hands.

The Legislature of New Jersey, (as it is understood) at the instance of the citizens of that State, who complained of the injury to the navigation from this wing dam, passed resolutions on the 2d December, 1831, in relation thereto, directing an inspection of the dam, and the Governor of that State made a communication to the Governor of Pennsylvania (28th January, 1832,) in which he earnestly urged the removal of the dams as materially interfering with the navigation. These resolutions and the message of the Governor of New Jersey, are among the documents of 1831—32, and are also appended.

During the same session of the Legislature of Pennsylvania, numerous remonstrances were presented against the continuance of this dam, and as appears by the journals, various proceedings were instituted in the House of Representatives, indicating much excited feeling on this subject. The committee on inland navigation, in compliance with an order of the House, directing them to inquire into the expediency of that measure, reported a resolution for the appointment of a new commission, which after various modifications as to the extent of the powers to be devolved on the commission-

ers, was finally arranged and acceded to by both States, as may be found in the appendix.—See law 1831—2, page 638; also of 1832—3, page 487.

While these proceedings were pending, the Delaware and Raritan canal company had commenced a feeder along the Delaware, extending about nine miles above Wells' Falls, where a position was found which required no dam for diverting the water into their canal. New Jersey therefore could secure a supply of water for her canal, without being exposed to the complaints of those interested in the river navigation.

It was under these circumstances that Pennsylvania, (whose canal required much less water than that of New Jersey,) appreciating her claim to equal water of the Delaware, and desirous of avoiding any just cause of complaint to her own citizens, or those of New Jersey, in the use of it, proposed the appointment of a new commission to adjust and settle if possible, this long protracted and painful controversy. The overture of Pennsylvania was met by New Jersey, in the same feeling, and after some delay in opening the communication between the commissioners, (which is not explained in any of the proceedings;) they met, as stated in their report, in September last, and subsequently concluded a project for a compact as reported and communicated in the Governor's message of 13th December last.

These facts must show that the difficulties growing out of this matter were pressing particularly on Pennsylvania. She had completed her canal at great expense, it was undoubtedly destined to a vast increase of business, but it was imperfectly and precariously fed, and the means employed for that purpose were a constant theme for reproach and angry complaint among her own citizens and those of her sister State. It was therefore peculiarly her interest to promote an adjustment of this vexed question, in effecting this object, the interest of Pennsylvania required:

1st. That the mode of feeding the canal should be economical, effectual, and without injury to the river navigation.

2d. That so far as any plan of feeding could aid the business of transportation and the increase of tolls to Pennsylvania, it was highly important to promote such an arrangement. As to the first point, the compact contemplates feeding the Delaware division from Wells' Falls to Bristol, by means of a dam across the Delaware, three feet high, with a chute of sixty feet in width and three hundred feet in length. A dam being already erected about one-third of the distance, the expense of completing it, and making locks into the canal above and below the Falls, is estimated at \$27,000. Two other plans had been previously considered, viz:

1st. A feeder extended up the Delaware (above the Falls,) a sufficient distance to raise the water, which was estimated at \$70,000.

2d. Deepening the level below the Falls, two and a half feet for eight and a half miles, estimated at \$170,000.

The plan proposed in the compact, had the decided advantage in point of economy, and was equally effective with the others. It also improved the river navigation.

In the second place, it was perceived that by reason of the peculiar convenience of the position for transshipping coal, lime, &c., opposite the head of the Delaware and Raritan canal feeder, all the produce intended for the New York and intermediate markets, would leave the Delaware division at that place, unless a cheaper and easier connection could be formed below. It is not pretended that any such connection is practicable below the head of Wells' Falls, even if the Delaware and Raritan canal company would assent to it, which is not to be expected. The commissioners have therefore, very prudently, consulted the interests of the State in effecting an arrangement, which, while it accomplishes the object of feeding the Delaware division

at much less expense than any other which could be devised, and which will improve the river navigation, at the same time furnishes the means of passing into the Jersey canal, nine miles lower down than the transshipments would otherwise be made, thereby securing to Pennsylvania the tolls of the whole of the immense tonnage over this distance. As the connection between the canals at the head of the Delaware and Raritan feeders must be by transshipment from one boat to another, that which is proposed at the head of Wells' Falls being by water, cannot fail to invite the transit where it will give the greatest amount of tolls to the Commonwealth. In this point of view, the interests of Pennsylvania are peculiarly involved in the confirmation of the compact; but there is an additional consideration of the same character, perhaps equally important to the interests of both States. The border of the Delaware division, particularly for ten miles below Easton to within a short distance of Wells' Falls, abounds in lime stone, which, if there were a water connexion between the canals, would bring a great amount of tonnage upon both of them, as well as dispense extensive benefits to the sellers and buyers of this product. The article of lime will not afford transshipment when the price is low, and hence, nearly the whole of this trade will be lost without the proposed connexion. In every point of view therefore, the compact proposed by the commissioners is essentially identified with the interests of Pennsylvania.

The apprehension that a dam of three feet, with a schute of three hundred feet long, would injure the river navigation, cannot be well founded; the experience on other streams with higher dams, has proved the reverse, nor is there any reason to fear that shad cannot ascend, the same test, within a few miles of this place, shows that they ascend through a much greater inclination than is proposed to be made at this dam.

It may be remarked in conclusion, after the various fruitless efforts to effect an amicable and satisfactory arrangement of this unhappy controversy, it is believed that the compact now proposed has been judiciously devised, not only with reference to the interests immediately connected with the respective canals, but those of the river navigation, and also, with a just regard to the rights vested under the laws of each State and the compact of 1783; leaving as few grounds for exceptions, even to those most jealous of their individual interests, as is practicable; and there is reason to apprehend, that if this agreement fail, there can be little hope of success from any future effort on this subject, nor have your committee been able to discover any more eligible plan for the adjustment of the whole matter in contestation, than has been agreed upon by the commissioners.

The reasons for the ratification of the compact are therefore, in the opinion of the committee, most conclusive, and they submit the following resolutions:

Resolved by the Senate and House of Representatives, That the agreement between the commissioners of the States of New Jersey and Pennsylvania, relative to the use of the waters of the river Delaware, made the 22d day of November, 1834, be, and the same is hereby ratified and confirmed.

Resolved, That when the State of New Jersey shall have ratified and confirmed the aforesaid agreement, the Governor is requested to cause the same to be laid before Congress, for the consent of that body, agreeably to the constitution of the United States.

[To be Continued.]

OLD CITY DANCING ASSEMBLY FUND.

At a meeting of subscribers to the City Dancing Assembly Fund, convened pursuant to notice published

in the newspapers of the city of Philadelphia, on the 29th of July, 1835, at the Mansion House Hotel,

GEORGE RUNDLE, Esq. was called to the Chair, and

HENRY D. GILPIN, appointed Secretary.

The Trustees reported to the meeting, that pursuant to the resolution of the subscribers, at their meeting on the 28th February, 1824, they had entered into an arrangement with Mr. Robert Kid, in accordance with which a building suitable for City Dancing Assemblies, had been erected in south Third street. That the right to use the same for eight nights every season had been duly secured by a mortgage on the premises. That in consideration of this, the Trustees had paid Mr. Kid the sum of \$5,500 and had also stipulated with him, that in case the building and accommodations should not be required during any one season, he should pay four per cent on the said sum of \$5,500.

They further reported, that they had not found occasion to require the use of the rooms since they were erected, and had therefore received from Mr. Kid the stipulated interest of four per cent.

The Trustees laid before the meeting the bond and mortgage of Mr. Kid, and also a letter from him, dated 7th July, 1835.

The Treasurer laid before the meeting statements of the accounts exhibiting the payments and investments of the interest received from Mr. Kid.

The following preamble and resolution were then offered, and unanimously adopted—

Whereas, The object of the subscribers to the City Dancing Assembly Fund, in the erection of the building in south Third street, and the investment of \$5,500 therein, has not been satisfactorily attained, and the said building has not been required by the Trustees for the purposes designed.

And whereas, the said building has been or is about to be sold, and the purchasers are desirous that the stipulation for the use of the same, during eight nights every season, should be relinquished, and are willing in consideration of such relinquishment, to pay an increased rate of interest to the proprietors of the Fund. Therefore,

Resolved, That the Trustees be, and are hereby authorized to relinquish the right reserved in the agreement and mortgage of Mr. Robert Kid, on such terms as they may deem advantageous to the proprietors of the Fund.

That they are hereby authorized to change the existing investment of the said Fund, and re-invest the same in the manner they consider best.

Provided, That the Trustees publish the proceedings of this meeting and the above resolutions, twice a week for one month, in four daily newspapers of this city, and that the same shall not be carried into effect, if any of the proprietors of the Fund shall object thereto.

Adjourned.

GEORGE RUNDLE, Chairman.

H. D. GILPIN, Secretary.

From the Pittsburgh Gazette.

IMPROVEMENT OF THE ALLEGHENY.

TARENTUM, July 26, 1835.

Mr. Craig,—I observe, with pleasure, the high degree of interest now taken by you and others in the improvement of our beautiful Allegheny river. It is a subject truly worthy the attention of every patriotic citizen. I am aware that the opinions of the professed engineers is not encouraging. These opinions ought certainly to be received with the respect due to those who speak on subjects with which they are supposed to be acquainted; but if fifty engineers say nay, a sixth

eth may be able to accomplish what they deem impossible. Some things are difficult, very difficult, but I am scarcely a believer in impossibilities, where the subject is not absolutely beyond the limits of human genius.

I am willing to admit that the improvement of the Allegheny, so as to fit it for steam boats, and at the same time create no obstruction to the descending trade will be a difficult thing, but I deny that it is an impossible one. I have read the communications of my esteemed friend, Mr. A. W. Foster; they contain many original and excellent ideas, and are well calculated to stimulate to enquiry and experiment, the only way in which any progress can be made towards the accomplishment of the object in view. Among many others, I have been led to reflect a little on the subject, and am tempted to say something to show my good wishes at least, if I can throw out no useful suggestions.

Engineers have, in general, but little confidence in the improvement of the beds or channels of rivers, excepting by slackwater and locks. It was a saying of the celebrated Bradley, "that rivers were of no use except as feeders to navigable canals." Rivers which flow through elevated regions, like ours, have generally too much fall to admit of having their beds formed into regular inclined planes; the current would be too rapid if confined to a space sufficiently narrow to contain the requisite depth of water. Others, like the Mississippi, or Red River, have naturally a *uniform* and very gentle descent, while the obstructions in their channels are accidental, and they may be improved with the greatest certainty. I am not sufficiently acquainted with the subject to give an opinion of the greatest number of feet, or more probably, inches, per mile, which may be given to the channel of our river so as to render it fit for navigation; but I think the fall must be much less than is generally imagined. The succession of pools and rapids which alternate in so regular and beautiful an order in the Allegheny, may be considered as so many natural levels, with their lockage, while, if the descent were uniform, the river in low water would be little more than a rapid, shallow, mountain torrent, entirely unfit for navigation. The idea which naturally suggests itself is, to render the navigation of the river easy and certain, in low stages of water, without having recourse to any works which might obstruct the channel at any time.—As the navigation thus improved would be free, but little assistance could be expected from private individuals, and the State, and the United States could not be expected to contribute a very large amount. But I am firmly of opinion that much may be done to improve the natural channel, at no very great expense, say twenty thousand dollars, together with some change in the structure of boats, aided by some of the contrivances which have been suggested. I don't know of a single dollar having been expended in the removal of obstructions in the Allegheny—no attempt has been made to improve the channel, excepting such as are temporarily made by boatmen.

It is not an uncommon practice for them, in ascending in a very low stage, to deepen the water a few inches about their boat, by the simple method of contracting the channel, by temporary banks of gravel, and sometimes by means of boards. May not the same thing be done on a larger scale, and in a permanent manner? If it were practicable, I should be for confining the channel by permanent solid walls, a few feet above low water mark, so as to form no obstruction in the higher stages; but this is out of the question, as it would require an expense which could not be met.—Let our operations, then, be confined to the gravelly shoals, in most of which there are loose stones and rocks, some of the latter of a large size. Let the large stones be laid so as to form a wall two feet in height, and back of this throw a quantity of smaller stones and gravel. As the object is merely to narrow the channel, the wall need not be more than a foot or eighteen

inches above the water, but should be well backed by stones and gravel. Walls of this kind should be made at the points of islands where there is a bar, so as to connect them at the upper, and sometimes at the lower end, with the main land. The channel in the rapids could also be reduced to fifty or a hundred yards in width, with a depth of three or four feet at least. The current would be increased, but I don't think there are more than two or three places between Pittsburg and Freeport, where the steam engine would not be sufficient of itself to carry the boat through. If assistance should be required, the distance will be short, and there are many ways in which it could be rendered with very little delay or expense.

It is possible that these modes of experiment may be successful in the lower part of the river, while the upper part can only be improved by slack water. The part of the Allegheny, which I have seen, bears a strong resemblance to the Ohio—I think it the continuation of that noble river. The Allegheny, at Freeport, or Kittanning, appears to be as fine a river as the Ohio, at any point between Pittsburg and Wheeling.—I was informed that Dr. Wistar, of Philadelphia, many years ago, made a visit to the west, and first struck the Allegheny at Kittanning, and was so pleased with the appearance of the river at that place, that he declared he had formed no higher opinion of the Ohio itself.

I am yours, &c.

H. M. BRACKENRIDGE.

BALLOON ASCENSION.

YORK, July 28.

Mr. Mills, the celebrated American aeronaut, made his tenth grand ascension on Saturday last from an enclosure on the commons near this borough. The weather, in the commencement of the afternoon was oppressively warm; and a shower at about one o'clock, threatened to disappoint the curiosity of the multitude assembled to witness the ascension. It ceased raining, however, in about an hour, and the remainder of the afternoon was uncommonly pleasant. During the afternoon, Mr. Mills let off several small balloons at intervals of about an hour. At about half past 4 o'clock, the inflation of the balloon being completed, Mr. Mills attached to it his car, in which he took his position, and the balloon and car slowly arose to a height of 8 or 10 feet, restrained by cords held by persons below. After floating at that distance from the earth for a few minutes, Mr. M. ordered those below to "let go" the cords, the main rope was cut, and like a freed bird the balloon ascended rapidly with its adventurous constructor. A deafening shout of approbation from the spectators as the aeronaut rose above the enclosure, was acknowledged by the latter in a graceful and entirely unembarrassed manner. The balloon, after ascending almost perpendicularly to an altitude of about 1200 feet struck a current which bore it, in a direction somewhat South of East beyond the ken of the keenest eye. The number of persons assembled to witness this grand spectacle, within and without the enclosure, is variously estimated at from five to seven thousand.

Mr. Mills landed safely near Columbia, on the Susquehanna river, about 13 miles from this borough.—*Gazette.*

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The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

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DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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From the Lewistown Gazette.

BRADDOCK'S FIELD.

In every country, those fields upon which great battles have been fought, or in which small armies have contended in the infancy of the nation, for the future mastery of an empire, have in after times been regarded as classic, if not as sacred ground. The defile of Thermopylæ, the plain of Marathon, and the camp of Platæa, are still visited by the devotees of freedom and of science, from every region in which bravery has admirers, patriotism disciples, or liberty worshippers.

With like feelings of enthusiasm, will the men of distant ages resort to the fields rendered memorable by the fierce contests, which preceded and led to the establishment of the great Republic of the UNITED STATES; and of these none will be visited with deeper interest than the spot upon which the British army, composed of Regular soldiers and the militia of Virginia, was defeated by the French and Indians on the 10th of July, 1755,—because it was upon this ground that the future father and saviour of his country, then a youth, first exhibited to the world the military skill and dauntless courage, moral as well as physical, which laid the foundation of his greatness and fame, and has given his name to an immortality as broad and as deathless as the winds of heaven.

This place, which is still known and which will forever be known by the name of "*Braddock's Field*," is situate on the east side of the Monongahela river, half a mile below the mouth of Turtle Creek—and by the course of the river, twelve miles above Pittsburg; but only eight miles from that city by a direct line across the country. The Monongahela here runs nearly due north, and Turtle Creek enters the river from the south east, forming below the junction of the two streams an obtuse angle of about one hundred and twenty-five degrees—this is "*Braddock's Field*"—The general level of the country is about three hundred and fifty feet above the Monongahela and Turtle Creek; and the abrasion of the waters has worn away the earth in the course of ages, to their present bed—consequently a person floating on the river, sees it skirted on either side with apparent mountains; whilst one standing on the top of either of these supposed mountains, sees the river and creek flowing beneath him in real vallies. The geological structure of the country is secondary horizontal or flat formation—the hills never rise perpendicularly, and rarely abruptly from the margin of the river; but generally along the Monongahela, as on the Ohio, there is a middle tract of plain or flat land, extending from one hundred yards to a quarter of a mile in width. This is called the "*first bottom*," and is always composed of a soft pebble mould, of exuberant fertility, and usually raised thirty feet above low water mark. Beyond the bottom is a gentle elevation fifty or sixty feet in height, and of an average width equal to the first bottom, with a slight inclination toward the river—this is called the "*second bottom*," and is composed of firm clay soil covered with mould; but of a sufficient firmness to form good roads. Beyond this second bottom rise the hills, by an abrupt and often precipitous ascent to the higher plain, or up-

land of this region. In some places, the river has worn away both the first and second bottoms on one side, washing the base of the hills or high plane; and leaving a wide firm bottom on the other—this is the case about three quarters of a mile below the mouth of Turtle Creek, where the river receding from the eastern bank, runs close under the hills of the west side, forming an almost perpendicular cliff of more than three hundred feet in height, with so little space between the water and the rock, that in a state of nature it formed a complete barrier to the passage of an army. From the mouth of Turtle Creek to these cliffs, the Monongahela is shallow, and in dry seasons, may easily be forded. From the mouth of the creek, down the river for more than a mile, there is a wide first bottom on the right or east side; whilst above the creek, the hills reach the margin of the river on the right bank, leaving a wide first bottom to the west side.

General *Braddock* had marched from Cumberland on the Potomac, and passed near where Uniontown, in Fayette county, now stands. He crossed the Monongahela at Redstone Fort, now Brownsville, and directed his course down the left bank of the stream toward Fort Duquesne. Though this may appear to many persons to have been a circuitous route, it was the only way at that time practicable for an army encumbered with artillery and a heavy train of baggage. The natural conformation of the country was such as to compel him to continue along the margin of the river, on the west side of which there was at that day, an Indian Village opposite the mouth of Turtle Creek, and at the head of the small rapid or wide ripple, which as above stated, rendered the river fordable at that place. Arrived at this village, it became necessary for the army to pass the river, because the point of the rocks below at the distance of less than a mile, between which and the water there was no possibility of marching the army, precluded a further advance on the left bank; besides the river had to be crossed somewhere to reach Fort Duquesne on the right shore—and this was the only safe fording between Turtle Creek and the Fort of the French. No error was committed in making the transit of the Monongahela at this place.

The battle ground on the east will now claim notice; and well had it been for General *Braddock* and his army if he had given due attention to the local peculiarities of the fatal spot before he marched upon it. The first bottom is here about a quarter of a mile wide, and is succeeded by a second which rises about fifty feet above it, by an ascent so gentle that there was no difficulty in making a road up it for the wagons of the army, which passed the river two or three hundred yards below the mouth of Turtle Creek, and took its route in a northeast direction across the first bottom, which was, if tradition speaks the truth, an open wood of walnut timber, without brush or undergrowth. The pioneer corps, whose duty it was to cut and prepare roads for the passage of the army, on gaining the second bottom, found themselves obliged to bear to the right in an east direction to get round the ravines or hollows, (Nos. 1, 2, and 3, in the accompanying engraving.)* The second bottom is here also nearly a

* We could not procure the engraving.

quarter of a mile wide and slopes very gently from the foot of the hills toward the river—at the back of this second bottom the hills rise very steep, a height of at least two hundred feet, to the level of the country, forming a rampart impassable to an army.

The ravines, one, two, three, take their rise, the first and second about the middle of the second bottom, and run west, down to the upper margin of the first bottom, where they terminate. No. three takes its rise near to the base of the hills, behind the second bottom, runs across this, and terminates like the two former at the upper margin of the first bottom. No. three contains a small stream of water, which discharging itself upon the first bottom, renders the ground soft and miry, so that the wagons could not pass along the margin of the stream, but were obliged to ascend the second bottom, and pass round the heads of these ravines—the army preceded the wagons.

Ravine No. one, the most southern of the three, is a place which even at this day, forms an entrenchment, from which it would be nearly, if not altogether impossible, to drive a resolute enemy, even with a triple or quadruple force. Almost immediately at its commencement, it is four or five feet deep, and it becomes deeper as it descends towards the first bottom. It is ten or twelve feet wide, with banks nearly perpendicular; so much so that no attempt has ever been made to break them down by the plough, although its sides have long been cultivated. In a state of nature, overgrown as it was with wild plumbs, brambles and thorns, intermingled with the wild pea vine, and long grass of July, it must have formed just such a fortress as an Indian Chief would have chosen for the defence of his wild domain against an invading foe. From the head of this ravine to the foot of the high and precipitous hills beyond, is about two hundred yards.

Ravine, No. two, lies about one hundred and fifty yards north of No. one, rises a little nearer the high hills, and runs parallel with it down or across the second bottom to the upper margin of the first. This hollow place is a common dry open ravine, with sides descending and ascending very gently, so that the great road now crosses it without difficulty. When in woods the timber could not have been very dense, and consequently it was not a place of great strength in Indian warfare; but it was deep enough to protect the French and Indians who lay in it from the fire of Braddock's musketry and artillery, at the distance of one or two hundred yards; and it was occupied at least during a part of the action.

No. three is at least three hundred yards from No. one, and is the most northern of the three. It rises nearer the hills than either of the others, conveys a stream of water down upon the first bottom, and is a broad, deep chasm in the earth, with sides not too deep for cultivation with the plough, but sinking forty or fifty feet below the general level of the second bottom. When this ravine was filled with the trees, shrubs and vines, common to such places along the Monongahela, in a state of nature, it was a secure and advantageous lurking place for an Indian warrior, and gave him great advantages over any enemy. It shielded him perfectly from the musketry and artillery of General Braddock—as they advanced between the heads of the two first ravines and the foot of the hills.

The pioneer corps, which cut the road for the wagons, was not disturbed by the enemy, who lay close in their places of concealment, without suspicion as it seems, on the part of the British commander that he was near a foe. It appears extraordinary and even unaccountable, that the Indians were not discovered in the first ravine. Common prudence would have pointed out the necessity of keeping advanced and flanking parties of scouts constantly in active service, when so near the strong hold of the French; whose business would have been to attend to every unusual noise in the woods, to report every footstep of man or

beast to the commander, and especially to examine and pry into every dell and every thicket, on the line of march, which could afford concealment to the savages.

Washington had urged these precautions upon Braddock, from the time the army marched from Fort Red Stone, and before it attempted the ford at the mouth of Turtle Creek, he importuned his superior officer to permit him, with a chosen corps of militia, to take the advance of the regulars and scour the woods to the right and left. Had this advice of the young soldier been followed, the Virginian riflemen would certainly have explored, with the keen eyes of woodsmen, the coverts which they would have seen at a glance were most favourable to the purposes of ambuscade on the part of their adversaries; the Indians would have been discovered in the first ravine, their position and order of battle would have been obvious to all frontiersmen, who had passed their lives in the wiles of Indian warfare; a sharp rencontre of rifles would have taken place between the Indians in their natural entrenchment, and the militia behind nature's bulwarks, the large trees, which covered, with a dense forest, the whole second bottom.

In this conflict the militia would certainly have been the victors, for they were nearly as numerous as the French and savages united; besides they would have been supported by the regular army in their rear, at the foot of the small hill between the first and second bottoms. If the rifles of the militia had failed to drive the enemy from this first ravine, a well directed charge of a single company of Braddock's grenadiers, entering the ravine at its lower extremity, three abreast, with fixed bayonets, would have cleared this gorge of its red tenants in five minutes, with little or no loss to the grenadiers. The second and third ravines could and would have been forced in the same manner, the army, after halting a day, would have continued its march to Fort Duquesne, which would have surrendered without resistance, and the war on the western border of the colonies would have terminated. Yet it was, perhaps, fortunate that this plan was not adopted; for had it been pursued, the weight and fury of the battle would have fallen on the militia, whose first officer would have been Washington, and doubtless he would have advanced at their head. Had this been the case it would scarcely have been possible for him to escape the rifles of the Indians, who fired over the banks of the ravine, could take deliberate aim at the officers, resting their pieces on the ground, and would certainly have made him the primary object of their attention. He would have been within fifty yards of more than two hundred riflemen, the principle object of their hostile regard, and the first mark of their deadly aim.

Had Washington fallen, and Braddock been victorious on that field, what a mighty volume would have been stricken from the history of the world, and what would now have been the condition of our country. As it was, though in the bloodiest part of the field throughout the battle, the numerous British officers turned the attention of the Indians from him, and he escaped unhurt.

General Braddock was unquestionably a brave man, who had seen some service in Germany and the plains of Flanders; had studied in the school of Frederick the Great; was fully persuaded that battles could never be successfully fought but in columns and squares, and determined to reduce to practice in the woods of America, against savages in ambush, the rules of military science which he had seen pursued with success in the open fields on the Rhine, against troops who held it a point of honour to face an enemy in open fight. Seeing their want of discipline, he held the militia in utter contempt, and placed them where he ought to have placed himself and his artillery—in the rear of the army.

After leaving the first bottom and ascending to the second, the road did not run parallel to the first ravine, but in a direction so as to turn its head or upper end,

and at an angle of about forty or fifty degrees with it; so that as the troops advanced along this way their front and left flank were exposed to the enemy in the ravine, from the time they showed themselves on the second bottom, where they were about one hundred yards distant, until they turned its head, where the road was not more than thirty yards from the ravine.

After crossing the river, and receiving the report of his officer of pioneers, informing him that the road was open for several miles, Gen. Braddock ordered his infantry, headed by a corps of grenadiers, to form the van of his army; these were succeeded by his artillery, baggage and stores, and the militia followed in the rear. — In this order leaving the river, they entered the woods and crossed the first bottom in safety; but as the grenadiers, who marched in close order, rose the brow of the hill leading to the second bottom, and entered the thick forest by which it was overgrown, they were overwhelmed at once by the fire and the yells of the Indians, who lay concealed in the ravine No. 1, on the left, or were scattered amongst the trees on the right, and as they advanced, though their course did not lead them to its brink, yet they were continually drawing nearer and nearer to its borders, and were consequently coming closer and closer to the rifles of their invisible enemies, who, concealed beneath the earth, only raised their heads above its surface long enough to peep through the bushes and grass, which overhung their place of concealment, and level their rifles at the British soldiers, who were as destitute of the discipline necessary to the kind of warfare in which they were engaged, as the militia were of the rules of European tactics.

The few Indians who were placed behind the trees on the right of the road, and above the head of the ravine towards the foot of the hills, for the purpose of distracting and confounding the British soldiers, more by their hideous and continual yells than by the number of shots they were able to fire, acted their part well.

Consternation and amazement seem to have prevailed over all power of reflection amongst the British officers, from the General downward; and though they kept up a continued and heavy discharge of musketry, they saw nothing at which they could direct their fire, and it is probable that not one of their enemies was killed by them on this part of the field. But amongst themselves the carnage was here horrible. They were exposed on their left in a line of near two hundred yards, and at an average distance of not more than fifty or sixty, to the deliberate and undisturbed fire of the rifles of the French and Indians, who were not only unseen, but the place of their concealment was unknown to the bewildered grenadiers and infantry. It is manifest that the greatest slaughter of this fatal field was made between the brow of the second bottom hill and the head of the first ravine, and near the line of the road. Here the British were more nearly and longer exposed to their enemies than at any other point, and here between the road and the ravine is the tumulouse or mound, still rising several feet above the adjacent ground under which General Forbes buried the bones of the slain in the year 1758, as he marched to the final reduction of Fort Duquesne.

Braddock advanced himself as far as the tree between the heads of the second and third ravines, where he received his death wound, still riding on horseback like a madman, and ordered his infantry and artillery, (some pieces of which had been brought upon the field,) to keep up a harmless fire upon the trees of the forest, and refusing to the last to change the order of the battle and permit Washington to conduct the action according to the rules of Indian war.

It is said that the whole French and Indian force engaged here did not exceed five hundred, but they would certainly have defeated twenty thousand such

soldiers as those of Gen. Braddock, under such a commander; not that Braddock or his soldiers lacked either courage or discipline, but their discipline, which, under other circumstances, would have ensured them victory, was here the cause of their ruin. They stood firm in their ranks, until after the General fell, certain marks for the Indian rifle. One company of grenadiers advanced even beyond the head of the third ravine, and when the retreat commenced were cut off from their regiment by the savages who lay there, and were never afterwards heard of. They were either massacred that day, or taken prisoners, carried to the Indian town opposite Turtle creek and there tortured to death. No prisoners were ever taken to Fort Duquesne from this battle.

When the British lines were once broken the confusion quickly became irretrievable, and that which was intended for a retreat, ended in a rout and precipitate flight. Some fled by the road along which they had advanced, and were thus twice exposed to the destructive fire from the south side of the first ravine. By this way Braddock was carried off the field, and by the same way Washington advanced in the hottest of the fight, and now retreated in the rear of the wounded and fallen General, repelling with a few militia the rage of the pursuing savages; but far the greater portion of the soldiers rushed from the field, regardless of order, westward toward the river, and across those parts of the second bottom lying between the first and second, and second and third ravines. In this flight great numbers fell a prey to the enemy who, issuing from the ravines with their tomahawks and scalping knives, butchered the flying and defenceless soldiers, who had in their terror thrown away their arms to facilitate their speed.

Many years after the battle, this ground, as far as the brow of the hill between the two bottoms, was strewn with the bones of men and horses.

At the point of descent from the second to the first bottom, the pursuit was arrested by the intervention of the militia, who, defiling to the north from the road, along the foot of this acclivity, put a stop to the advance of the enemy, and saved the British from utter destruction. Had the Indians been suffered to follow them, few of their number would ever have regained the west bank of the Monongahela.

Only three companies of the militia are reported to have advanced as far as the head of the first ravine, and of these not more than thirty men returned to the river, the others had perished. These companies of militia are said to have sustained the action more than two hours, having come into the fight within an hour after the regulars had become involved, in what appeared to them a labyrinth of enemies. Of all the officers who were in this action on horseback, Washington alone escaped unwounded, and he had two horses killed under him, and many balls passed through his clothes.

The regulars in their dismay abandoned every thing, their wagon train, baggage, artillery, provisions, and even their arms. The wounded soldiers were left to the tomahawks of the enemy. The flight was continued to the river, which they entered and crossed pell-mell, and only halted to breathe on the western bank.

No battle was ever fought with less skill than was this on the part of the British, and victory was never more complete than that here gained by the French and Savages, who were commanded, the former by a captain who was killed in the action,* and the latter by the chiefs of their several tribes.

*This, it is probable, is not correct. The following highly interesting anecdote of the French commander of Braddock's enemies was published some years since in the "Western Review." As General Neville of Pittsburgh was an aid of Lafayette, we may suppose that

Had Braddock understood the service in which he was engaged, and made himself acquainted with the position of his enemies before he entered the woods after crossing the river, he would have divided his force into three parties, the first of which should have taken the route of the road, whilst the other two, entering the first and third ravines at their lower extremities, and driving their enemies before them at the point of the bayonet, should have re-united on the line of the road above the heads of the ravines. This movement would have enclosed the Indians and French between the British columns, leaving them no chance of retreat except up the almost perpendicular hills to the east. None could have escaped except those in the third ravine, who must have fled down the river, or have been enveloped in the British columns as they issued from the ravines.

At this day no place can appear more peaceful than Braddock's field. The battle ground is covered by fields of corn, except that part along the road, around and near the tomb of the slain raised by Gen. Forbes. Here on a space of about an acre, the original forest trees are still standing, and overshadow the mausoleum of the dead, who fell under their branches. The scene viewed from the hill above the field, is one of great beauty and loveliness. The broad and winding vale of the Monongahela, with the river flowing smoothly at

he heard the story from the Marquis, and that we are indebted to him for the following facts. J. M.

When General Braddock was marching towards Pittsburgh, a French captain asked the commander of the French and Indian forces to give him a suitable detachment of men to go and meet the British and Americans. The commander declined to do this, but told him he might make an effort to enlist volunteers. The captain accepted of the proposals, and all the soldiers in the fort offered their services. The result mortified and surprised the commander, and he limited the number of white men to sixty, while he permitted the Indians, amounting to eight or nine hundred to join the enterprize. With this force the French captain went out, and defeated Braddock as is already known, by a wise planned ambuscade. The commander was extremely chagrined at this issue of an expedition which he had publicly discouraged, and even represented as Quixotic. He indeed commended the captain as he sent him to Quebec, but the praise of the exploit was not his own, and the public sentiment too liberally and cordially bestowed encomiums upon the heroic officer to allow the jealousy and envy of the commander to sleep. The French officers were in the habit of using the public property freely, without notice being taken of the practice. This was seized as an occasion to bring a charge of peculation against the hero of Braddock's field. He was cashiered after trial, and lived in disgrace in France.

The story was told to Marquis La Fayette by General Washington afterwards, during the war of our revolution, and when the Marquis returned to France, he detailed it at the court of Versailles. Very great interest was excited, and diligent inquiry was immediately made after the unfortunate captain. He was at length found living in Provence, was brought to court amidst congratulations, and made a general officer in triumph. It was found upon investigation, that his persecutor had died a short time before.

its bottom, is unsurpassed in fertility and romantic grandeur. The great southern turnpike road is in view to the east, and on the plain below stands the young ladies' seminary, a fine edifice, where sixty to a hundred of the daughters of America are instructed in the graceful as well as the useful arts of the life of woman. Looking eastward, the eye rests at the distance of forty miles upon the wood covered battlements of Chestnut Ridge; to the south the view is only limited by the highlands in Virginia, whence issue the sources of the Monongahela; westward the vision is lost in the boundless space of the valley of the father of floods, whilst on the north, and apparently close at hand, rises like the smoke of a volcano, the dense and black vapour emitted from the thousand manufactories of Pittsburg.

From the Pittsburgh Gazette.

WESTERN UNIVERSITY OF PENNSYLVANIA.

A meeting of the citizens of Pittsburgh, called on behalf of this Institution, was held in the Hall of the University, on Monday, the 27th of July, 1835, at eight o'clock in the evening.

The meeting was duly organized by calling Col. Wm. Robinson, President of the Board of Trustees, to the chair, and appointing Alderman Lowrie and James C. Gilleland, Secretaries.

The President rose and addressed the audience. After stating that the object of the present meeting was not to indulge in unavailing regrets over the past, but to look with unbroken resolution at the future, he adverted briefly to the difficulties under which the institution had so long labored, and thus proceeded:

"The Board, therefore, determined to close the University, as a means of arousing a proper feeling on the subject of Education, and to seek for a man qualified to organize and conduct the Institution for the benefit of the thousand young men growing up amongst us. A hand unseen, but which is constantly laboring for our good, pointed out to us during the late assemblage in this city, of learned and pious strangers, a gentleman, as we believe, singularly prepared by learning, long experience and mental resources. The Board made extensive enquiries of qualified judges as to the services the public might expect from him,—the entire concurrence removed every doubt, and after mature deliberation the Board unanimously elected the Rev. Gilbert Morgan, President of the University. A letter to Mr. Morgan, informing him of this event, induced him to turn back from his journey, to see whether we are in earnest, and willing, as a community, to incur the necessary expense for final success. The Board are much encouraged by their conviction that Mr. Morgan is a practical as well as highly educated man, and that the plan which he proposes is wise, and will be carried into operation. They are proceeding to fill up the vacancies in the Board with young gentlemen ardently devoted to the literary reputation of this growing city, and ready themselves to do their share, in common with other citizens, in raising the necessary funds. As an individual, I can truly say, that the reflections of the past week, on this subject, have produced a great change on my mind as to its vast importance. I feel bound to give money and time, and I think every member of the board will say the same. We cannot expect the President elect to accept the weighty trust which has been tendered to him unless the people of this city and vicinity are ready to pledge their present and future union in this, emphatically, their own cause. The members of the Board are prepared to pledge their services, or resign their seats to those who can do you better service. All they ask is that you now unite, and by mutual confidence, provide for the Education of our children.—The President elect will explain the plan proposed.—You will judge whether it meets the wants of this place, is practicable and worthy of our adoption."

The Rev. Gilbert Morgan (recently elected President of the University,) then gave a detailed statement of his plan for the arrangement of the various Classes, and Professorships in the University, and the system of discipline, and branches of study to be pursued in each department—a plan calculated, specially, to meet the wants of a city like Pittsburgh, and to place a thorough liberal education within the reach of all who might feel disposed to confer its blessings upon their children.

Walter H. Lowrie, Esq. addressed the meeting on behalf, and by appointment of "the Alumni" of the University. He fully explained the condition of the Institution; and the efforts which would be made by his fellow graduates, and which might reasonably be expected from the public, to build up and sustain a school of general science in Pittsburgh which would be pre-eminently useful, and an honor to the western country. Mr. Lowrie concluded by offering the following resolution, which was *unanimously* adopted:

"Resolved, That the plan submitted by the Board of Trustees for the reorganization of the University is one which recommends itself to our cordial approbation, and which well merits the encouragement and support of the citizens of Pittsburgh."

Wm. W. Irwin then addressed the meeting on the propriety of raising funds, by voluntary contributions from the citizens of Pittsburgh, for the endowment of Professorships in the University. He submitted the plan (a copy of which is herewith annexed) for taking subscriptions, by allowing the donors, at their option, to retain the principal, for a long term of years, where the sum subscribed exceeded a certain amount, requiring payment merely of interest.

The meeting was then addressed by Mr. Denny and Mr. Biddle.

And, on motion of Mr. Irwin, it was unanimously

"Resolved, That a committee be appointed to address the citizens of Pittsburgh in reference to the wants of the University, and to invoke their friendly co-operation in behalf of that Institution."

The Chair appointed the following gentlemen to be said Committee, viz:

Richard Biddle,	Alderman Christy,
Harmar Denny,	John D. Baird,
Alderman Lowrie,	O. Metcalf,
W. Croghan,	C. Darragh,
Rev. Robert Patterson,	W. W. Irwin,

On motion of Mr. Butler,

Resolved, That when this meeting adjourns, it will adjourn to meet again upon Wednesday, the fifth day of August, at 8 o'clock in the evening, and that the citizens generally be invited to attend.

On motion of Dr. M'Clintock.

Resolved, That the editors of newspapers in this city be respectfully requested to publish the proceedings of this meeting.

The meeting then adjourned.

WM. ROBINSON, Jr. Chairman.

M. B. LOWRIE,	} Secretaries.
J. C. GILLELAND,	

Form of Subscription Paper referred to in the above proceedings.

"We whose names are hereunto subscribed, do severally promise to pay, to the Trustees of the Western University of Pennsylvania, the sums set opposite to our respective names, upon the following terms and conditions; that is to say:

First. If the sums herein subscribed shall amount to ten thousand dollars, the same shall be appropriated, by said Trustees, to the creation and endowment of one Professorship in said University.

Second. If the sums subscribed shall amount to more than ten thousand dollars, the excess shall be applied by said Trustees, to the creation and endowment of ad-

ditional Professorships, at the rate of ten thousand dollars for each Professorship, and to the purchase of a library, and chemical and philosophical apparatus, for said University.

Third. The subscriber of any sum, not exceeding two hundred dollars, shall be liable to pay the same in such instalments as the said Trustees shall direct. For all sums above two hundred dollars, and not exceeding five hundred dollars, the subscribers shall pay interest semi-annually, with the privilege of paying the principal at any time within five years, and after that period in such instalments as said Trustees shall direct. And subscribers of all sums exceeding five hundred dollars, shall pay interest semi-annually, with the privilege of paying the principal within ten years, and after that period in such instalments as said Trustees may direct. All sums herein subscribed, shall bear interest from the first day of January, A. D. 1836, and said interest shall be thereafter payable semi-annually.

Fourth. In case the subscriptions shall not, within one year from the date hereof, amount to at least the sum of ten thousand dollars, then, and in that case, the same shall be cancelled, and considered null and void.

Fifth. In case the said University shall, at any time, cease to exist, as a body corporate, then, and in that case, the several sums subscribed and paid in, shall revert to the subscribers, or their legal representatives.

In testimony whereof, we have hereunto set our hands this day of , Anno Domini, one thousand eight hundred and thirty-five.

TO THE PUBLIC.

At a meeting, of which the proceedings are herewith reported, the undersigned were charged with the duty of soliciting a general and punctual attendance of our citizens on the evening of Wednesday, the 5th day of August, at 8 o'clock. It has been thought that the best method of effecting this object was to present, as is done in the proceedings, a sketch of the remarks submitted by the President of the Board of Trustees, together with the plan for raising such a sum of money as may enable the Board to carry the suggestions of the President of the University into effect. The public being thus in possession of the whole subject, will be prepared to come to an enlightened decision.

In listening, at the late meeting, to the remarks of the Rev. Gilbert Morgan, recently elected President of the University, the undersigned could not fail to be struck with their plain, practical good sense and sagacity. Distrusting pompous pretension, or inflated promises, at the outset of an arduous undertaking, they gladly saw, in his whole language and deportment, that there was no glib and specious pretender, ready to profit by any temporary excitement that might be got up, but a man of solid learning, acute observation, and anxious good faith, who labored under a full sense of the responsibility he was about to assume. Whilst he felt and measured all the difficulties of the enterprise, Mr. Morgan avowed a determination, if duly seconded, to meet them in a resolute spirit, and to overcome them. The evidence before the board as to his character, capacity, and general fitness, was abundant and satisfactory; and it appeared not in the shape of testimonials, solicited or proffered by himself, but in a tribute drawn out by the friends of the institution, who were anxious that the importance of securing his services should be adequately appreciated.

Dr. Miller, of Princeton, and the Rev. Mr. Breckenbridge unite in saying, "We consider Mr. Morgan specially qualified for an important department of instruction either as a Professor or as President of a College; and from our knowledge of his character as well as his past success in teaching, cannot but believe that his services would be an important acquisition to any institution of learning in our country."

Mr. Theodore D. Weld, a gentleman of much experience and of high reputation for his services in the cause of Education, says: "I have known the Rev. Gilbert Morgan for a number of years—have been familiar with his views of Education—have had much personal observation of his mode of teaching—and am intimately acquainted with more than twenty gentlemen who have been his pupils. A number of these gentlemen are now in the Ministry. They all speak of him, as a man and Christian, with the greatest respect and affection. As a Teacher they testify with one accord to his industry, faithfulness, great accuracy, and thoroughness;—uncommon *teaching tact*;—power to interest the pupil;—a method strictly philosophical and greatly adapted to discipline and develop the mental and moral powers. I have always regarded Mr. Morgan as *pre-eminently* qualified to instruct in all the higher branches of Education."

The Rev. Dr. Upfold, of this city, whose name carries with it great weight, and an assurance of scrupulous accuracy, remarks: "I was in Union College with Mr. Morgan in the years 1813-14; he then sustained the reputation of a first rate classical scholar. He has since been engaged in teaching; and I have often heard him spoken of as possessed of superior qualifications for the instruction and management of youth. Should Mr. Morgan be chosen to a professorship in the Western University of Pennsylvania, I am confident that he will do justice to the students and to the Institution, and will contribute extensively to raise it in public estimation."

Cherishing, as the undersigned do, profound esteem for the virtues of the Rev. Dr. Bruce, and admiration for his talents, they are gratified to learn that his valuable services have been secured, and that Mr. Morgan will enjoy the cordial co-operation of that eminent and excellent personage.

Under such auspices, it is firmly believed that nothing but the most unpardonable indifference on the part of those whose pride and interests are alike involved in the prosperity of the Institution can prevent its rising rapidly, but steadily, to eminence, and filling that wide sphere of usefulness to which its title and the intentions of the legislature urgently call it.

The undersigned approve heartily of that part of Mr. Morgan's plan which would impart a more popular cast to the Institution, by enlarging the range of studies, and yielding a prominent place and consideration to such as may be turned to account in active life, in whatever sphere. Our citizens have had too much reason, perhaps, to regard it, heretofore, as something which stood apart, in lofty seclusion, from their pursuits and sympathies. This erroneous notion will be discarded, and a deep interest claimed from all that which is designed for the common benefit of all.

The undersigned cannot undertake, within the limits appropriated to the present call to enumerate all the advantages which must result from the success of an institution that will afford to every parent the opportunity, at a cheap rate, of pushing Education to whatever extent may be demanded by the capacity, aptitude, and destination of his son; and all this, without surrendering the precious privilege of watching closely his moral conduct and advancement, as well as his intellectual acquirements. Happily, the many interesting considerations connected with the subject are too obvious and striking to require elaborate detail, and the undersigned will, therefore, content themselves with earnestly invoking a vigorous and united effort at the present moment. The opportunity of achieving a work of incalculable usefulness and honor, if *now* slighted, may never again occur.

Signed—

Richard Biddle,
Harmar Denny,
Robert Patterson,
M. B. Lowrie,
Wm. Croghan,

John D. Baird,
Robert Christy,
O. Metcalf,
C. Darragh,
W. W. Irwin,

Committee.

UNIVERSITY OF PENNSYLVANIA.

Annual statement of the funds of the University of Pennsylvania, January 1st, 1835.

READ IN SENATE, February 6, 1835.

UNIVERSITY OF PENNSYLVANIA, }
February 3, 1835. }

Sir—In pursuance of the charter, I have the honor to transmit to you the annual statement of the funds of the University of Pennsylvania, and to request that you will lay the same before the Senate.

With great respect,

I have the honor to be,

Your most ob't serv't,

JAMES C. BIDDLE, Secretary.

Hon. JACOB KERN,

Speaker of the Senate.

<i>Real Estate.</i>	<i>Value.</i>	<i>Income.</i>
College Hall, }		
Medical Hall, }	\$65,476 45	\$3,273 82
Academy in 4th street,		400 00
Houses, lots and lands in		
Bucks county,	64,594 00	3,710 00
Ground rents,	13,583 47	815 00
Real Estate—Total amount,	143,653 92	8,198 82
<i>Personal Estate.</i>		
Bonds and mortgages,	15,656 21	791 29
Library, Philosophical apparatus, Wister Museum,	10,501 42	
Tuition money, 85 students,		6,375 00
Cash in Bank,		325 26
Personal Estate—Total amount,	26,157 63	7,491 55
<i>Keble Fund.</i>		
Houses,	4,000 00	260 00
Rent charges,	5,780 00	466 79
Bond and mortgages,	2,000 00	120 00
Total Keble Estate,	11,780 00	846 79
Aggregate amount,	181,591 55	16,537 16
From which deduct the debt of the University,	23,000 00	1,260 00
	\$158,591 55	\$15,277 16

By order of the Board of Trustees.

JAMES C. BIDDLE, Secretary.

DOCUMENTS RELATING TO THE RIVER DELAWARE.

[Continued from page 95.]

AN AGREEMENT made and concluded between Nathaniel B. Eldred, John Ross, and David Scott, commissioners appointed by and under the authority of the Legislature of the state of Pennsylvania, for effecting an arrangement between the states of Pennsylvania and New Jersey, for the mutual use of the waters of the river Delaware, for canal and other purposes, and John Rutherford, Garret D. Wall and Caleb Newbold, commissioners appointed by and under the authority of the Legislature of the state of New Jersey, for the like purpose.

Article First.—The parties aforesaid, in pursuance of the authority to them respectively given, and for and in behalf of the respective states aforesaid, do agree, that the state of Pennsylvania shall be at liberty to erect

a dam across the river Delaware, at the head of Wells' falls, and to construct a feeder therefrom for the Pennsylvania canal, not exceeding forty feet in width at the water line, twenty-five feet in width at the bottom, and five feet in depth, perpendicular measurement, with a guard lock, and such other works as shall afford an easy and safe communication between the pool formed by the said dam and the said Pennsylvania canal.

Article Second.—The state of New Jersey shall be at liberty to erect a dam across the river Delaware, at the head of Warford's falls, at Eagle island, or at Bull's island; and to construct a feeder therefrom for the contemplated Delaware and Raritan canal, not exceeding forty feet in width at the water line, twenty-five feet in width at the bottom, and five feet in depth perpendicular measurement, with a guard lock, and such other works as shall afford an easy and safe communication between the pool formed by the said dam and the said Delaware and Raritan canal: Provided, That the said state shall not erect a dam at more than one of the said places.

Article Third.—Either of the said states shall be at liberty to erect a dam at Thornton's rift; also at or near the house of William Brink, Esquire, about a mile below the Milford bridge; also, at the head of Foul rift; also, at the head of Philipsburg rapids, below the mouth of the Lehigh river; also, at the head of Scudder's falls, and also at the head of Trenton falls: Provided, That not more than one dam shall be erected at either of the said places: And provided also, That the state which shall first commence the erection of a dam at either of the places mentioned in this article, shall have the exclusive right of completing the same for the period of two years thereafter; but, if the said dam, and all the works made necessary thereto by this agreement, shall not be completed within two years from its commencement, then, the other state shall be at liberty to commence a dam at the said place, and so on as often as a failure to complete in the period of two years, by either state may happen.

Article Fourth.—None of the dams to be erected in pursuance of this agreement, shall in any part, place, or portion thereof, exceed four feet in height, perpendicular measurement, above common low water mark; and in each dam, and in the most suitable place for the descending navigation, an opening or passage shall be left, not less than ninety feet in width, two feet and a half lower than any other part thereof, so that no part, place, or portion of the dam in the said opening or passage, shall exceed one foot and a half in height, perpendicular measurement, above common low water mark; at which said opening or passage, shall be constructed a sloping apron, for the safe and easy passage of arks, rafts, boats, and other descending floats and craft, through said dam; which said apron shall not be less than ninety feet in width, and in length, at the rate of twenty-five feet for every foot in height of the said dam, perpendicular measurement, with substantial sides, not less than two and a half feet in height, extending the whole length of the said apron, and converging so as to narrow the lower end one-fourth.—And in each of the said dams shall be constructed a lift-lock, of suitable and sufficient dimensions, for the safe, easy, and convenient passage of such boats and other craft, as usually navigate the said river, which said lock shall be kept in good and perfect order and repair, and from and to the said lock, shall be opened, and at all times kept open and free from obstructions, a good and sufficient boat channel, below and above the said lock, to the usual ascending boat channel, so that all such boats and craft as usually navigate said river, may at all times safely, easily, and conveniently pass and repass up and down through the said channels or locks, without any unnecessary interruption and delay, and without charge of any kind whatsoever. And in each of the said dams, two sloping fish-ways shall be constructed, not less than twenty feet in width, and thirty feet in

length, and divided into compartments, by partitions transversely but not wholly across, so that the current shall be turned from side to side, and retarded and prolonged, which said fish-ways shall be built wholly of stone, except the covering, which shall be of timber.

Article Fifth.—The state erecting a dam, whilst sole proprietor thereof, shall keep such dam, and the opening or passage, and the sloping apron and sides, and the lift-lock and fish-ways therein, in complete order and repair, so that arks, rafts, boats, and other descending floats and craft, and such boats and craft as usually navigate the said river, may at all times pass such dam, without injury or interruption, or unnecessary delay; and from time to time, may make such improvements in the said works, as experience shall prove necessary or useful. And the said state shall provide a competent person or persons, to attend such lock. And no person or persons, shall be permitted in any manner, by any device, or under any pretence whatever, to take, confine, or destroy fish, at any of the said dams, nor within six hundred feet below or above any of the said dams; and to enable the person or persons, conducting descending arks, rafts, boats, and other descending floats and craft, easily, readily, and without difficulty, to steer for and pass through the opening or passage, and apron in any dam, buoys shall be placed in the centre of the proper channel, not less than ten rods apart, for the distance of at least one hundred rods above such dam, which buoys shall be of wood, fastened at the bottom by a chain not more than one foot in length, and shall be of such length that the unconfined end will rise above the surface of the water during the highest floods, or such other marks or devices shall be made, and permanently placed, as shall sufficiently point out the proper channel to, and a passage through, each dam.

Article Sixth.—Upon the erection of the dam mentioned in the first article, by the state of Pennsylvania, the state of New Jersey may draw from the said dam, water not exceeding in quantity the amount which the state of Pennsylvania is authorized to draw from the said dam by the said article. And upon the erection of the dam mentioned in the second article, by the state of New Jersey, the state of Pennsylvania may draw from the said dam, water not exceeding in quantity the amount which the state of New Jersey is authorised to draw from the said dam by the said article; and upon the erection of either of the dams mentioned in the third article, the state erecting the same, shall be authorised to draw from the said dam, water not exceeding in quantity the amount authorised to be taken by either of the said states, at either of the dams mentioned in the first and second articles; and the other state may draw from the same dam, water, not exceeding in quantity the amount authorised to be drawn from such dam by the state erecting the same; but before one of the said states shall draw water from any of the said dams erected by the other state, the said state shall pay the state erecting such dam, one equal half part of the whole expense of erecting such dam, and of constructing the works, and making the improvements required by this agreement, together with the amount of damages, if any, paid for injuries done to private property, in erecting such dam; and when one of the said states shall pay half the expense of a dam, and the works and improvements connected therewith, and the damages, if any, as aforesaid, the said states shall be joint owners of the said dam; and the said dam, and all the works connected therewith, shall be kept in repair, improved and rebuilt, if necessary, and a lock keeper employed at the joint expense of the said states.

Article Seventh.—The water drawn by either state from any one of the said dams, shall never exceed one-fourth part of the quantity flowing within the banks of the said river, at the place whence the same is taken, any thing in this agreement contain-

ed to the contrary notwithstanding; and the same water so taken by either state, may be used by such state for the purpose of feeding canals and creating water power, or for either or both of the said purposes: Provided, That water used for creating water power, shall not be applied to that purpose at a greater distance than two miles from the dam from whence it shall be drawn, measuring by the line by which it is conveyed, except at Scudder's falls, where it may be used at a greater distance. And provided further, That no canal constructed by either state, shall be supplied with water by more than one feeder from the river Delaware, excepting where a canal being fed from the said river Delaware, discharges its water into the said river, it may again be supplied with water from the said river, at any of the dams authorised by this agreement.

Article Eighth.—In all cases where one of the said states is authorised by this agreement to erect a dam, the agents, artisans, and laborers of said state, shall be fully authorised, empowered and permitted, to enter upon the territory of the other state, with teams, wagons and other carriages and machinery, and the necessary materials for such dam, for the purpose of erecting such dam, and the works necessary thereto, and of keeping the same in repair, and if necessary, of re-building, re-constructing, and improving the same. And the said states shall in all cases make compensation to the owners of private property, for any injury sustained in the erection, rebuilding, reconstructing, repairing or improving such dam, and the works necessary thereto; and each state shall provide by law for protecting the said dams and other works, and for ascertaining and paying such compensation.

Article Ninth.—Whenever the state of New Jersey shall construct the contemplated Delaware and Raritan canal, the state of Pennsylvania shall form an easy, safe, and direct communication, between the Pennsylvania canal and the pool formed by the feeder dam of the said Delaware and Raritan canal; and the state of New Jersey shall form an easy, safe and direct communication, between the said Delaware and Raritan canal feeder and the pool formed by the feeder-dam of the Pennsylvania canal at Well's fall; and such communications and the locks and other works necessary thereto, shall be under the exclusive direction, regulation and control, and shall be kept in repair by the state constructing the same.

Article Tenth.—Whenever the state of New Jersey shall construct the contemplated Delaware and Raritan canal, a connection shall be formed by a navigable canal and an aqueduct across the river Delaware, at Trenton, between the said Delaware and Raritan canal, and the Pennsylvania canal. And the state of New Jersey shall, at the sole expense of the said state, construct all the works necessary to such connection, within the exclusive jurisdiction of the said state; and the state of Pennsylvania shall, at the sole expense of the said state, construct all the works necessary to such connection, within the exclusive jurisdiction of the said state, and across the river Delaware, and within that portion of the said line of connection, over which the state have concurrent jurisdiction, by the compact of the twenty-sixth day of April, one thousand seven hundred and eighty-three. The aqueduct, and all the works necessary thereto, shall be constructed at the joint expense of the said states; and if the state of New Jersey shall construct the contemplated Delaware and Raritan canal sixty feet in width at the water line, forty feet in width at the bottom, and eight feet in depth, and with the locks therein, twenty-two feet in width, and one hundred feet in length; and also that part of the canal within the exclusive jurisdiction of the said state, to connect the said canal with the Pennsylvania canal, and the locks therein, of the same dimensions; then, and in that case, and not otherwise, the state of Pennsylvania shall enlarge the Pennsylvania canal, and the locks there-

in, at and below the said aqueduct, at Trenton, so as to correspond in dimensions with the said Delaware and Raritan canal.

Article Eleventh.—And it is hereby expressly understood and agreed, that each state shall enjoy and exercise a concurrent civil and criminal jurisdiction within and upon the dams and works to be erected under this agreement, within the shores of the said river Delaware, in as full and ample a manner as is provided for within and upon the water between the said shores, by the agreement between the states of Pennsylvania and New Jersey, bearing date the twenty-sixth day of April, in the year of our Lord, one thousand seven hundred and eighty-three. And further, that neither state shall be capable of alienating any such dams and works, in such manner as to substitute any person or persons, body politic or corporate, as sole or joint owner thereof, or any part thereof; but the said states respectively, shall always be deemed and considered the owners thereof, in manner and form, as stipulated for in this agreement: Provided always, That nothing therein contained shall be so construed, as to prevent either state from using or applying the water to be drawn from said dams, or either of them, in such manner as they may deem most advantageous and beneficial for feeding canals and creating water power, or either or both of them, under the restrictions and limitations contained in this agreement.

Article Twelfth.—Whenever either state shall construct a canal upon the banks of the Delaware, to be supplied by the waters thereof, and the Legislature of the other state, shall, by resolution, declare that in their opinion it is for the interest of both states to have connection therewith, at any particular point, not exceeding one between the head of the contemplated feeder of the Delaware and Raritan canal and Easton, and one between Easton and the Water gap, and one between the Water gap and Thornton's rift, the Legislature of each state shall appoint three commissioners to examine the same; and if they, or a majority of the commissioners of each state, shall report that such connection would be mutually beneficial, then, the state so constructing such canal, shall form an easy, convenient, and direct navigable communication from and to said canal into the river Delaware, at such point or points.

Article Thirteenth.—At the end of five years after the signing of this agreement, the states of New Jersey and Pennsylvania, shall severally appoint three commissioners to revise the foregoing articles, and propose such alterations and amendments as may be deemed expedient or necessary for the more equal use of the waters of the Delaware, and the more equal benefit and advantages of the said contracting parties, which, when agreed to and signed by a majority of the said commissioners from each state, and ratified and confirmed by the Legislatures of the said states, respectively, shall be binding and conclusive on both states.

Article Fourteenth.—This present agreement, and every article and clause therein contained, shall be suspended, and take no effect until each of the Legislatures of the states of Pennsylvania and New Jersey, shall have passed laws approving of and ratifying the same, which being done, the said agreement shall be then considered a joint compact between the said states, and the citizens thereof, respectively, and be forever thereafter irrevocable by either of the said contracting states, without the concurrence of the other.

In witness thereof, we, the commissioners of the aforesaid states, have hereunto set our hands and seals to two instruments of agreement, one for each state, at the city of Philadelphia, this fifth day of December, in the year of our Lord, one thousand eight hundred and twenty-nine.

The word "that," in article third, and the word "with," in article tenth, being first interlined, and also

the word "said," in the first article, and the word "said," in the third article.

NATHA'L B. ELDRED, [L. s.]

JOHN ROSS, [L. s.]

DAVID SCOTT, [L. s.]

JOHN RUTHERFORD, [L. s.]

GARRET D. WALL, [L. s.]

CALEB NEWBOLD, [L. s.]

[To be Continued.]

UNIVERSITY OF PENNSYLVANIA.

AUGUST 7th, 1835.

The Trustees of the University of Pennsylvania, by means of the undersigned Committee, deem it proper to present to the public, the following statement concerning the Institution under their care.

The Faculty of Arts is completely organized, and filled to the entire satisfaction of the Board. The course of instruction is judiciously arranged, and the Provost and Professors devote themselves to the performance of their duties with ability and fidelity. The recent examinations have furnished good evidence of this ability and fidelity on the part of the Faculty, and also of the diligent and successful application to study on the part of the pupils. The public exercises of the class, which received the first degree in the Arts, at the late Commencement, were very creditable, both as respects composition and delivery; and the admirable address of the Provost to the graduating class, gave great satisfaction to a numerous and respectable audience.

It is with peculiar gratification, that the Trustees are enabled to commend this Institution to the fostering care of the community, to which it appropriately belongs. It is believed, that no Institution in our country does or can present better means for the attainment of good, sound and useful education, than are presented by the University of Pennsylvania. The Institution belongs to the City of Philadelphia, and the Commonwealth of Pennsylvania; and it is the earnest desire and effort of the Trustees, to make it such an institution as the City and the Commonwealth will be proud to acknowledge. To aid in this effort, parents who desire to give the best of gifts to their children, are earnestly and affectionately invited by the Trustees, and the invitation is urged upon them from the sincere conviction that they will, by availing themselves of the opportunity presented to them, consult the best interests of their offspring, and promote the common good.

The Trustees cannot take upon them to estimate the force of the circumstances, which in particular cases, may have an influence in determining the selection, by parents, of places of instruction for their children: But as far as a choice depends upon considerations of a *general nature*, they venture, respectfully, but with entire confidence, to invite an examination of the state of the Collegiate department, as to the character and qualifications of the Provost and Professors, the fulness of the course of study, exactness in teaching, and the actual attainments of those who have been taught, as well as the attention paid to their morals and conduct. They would, indeed, be glad to learn that their fellow citizens have made inquiries, however rigorous, upon all these points, being persuaded that nothing more is necessary to give complete satisfaction, and to convince them, that the institution is worthy of their regard and support. Their cordial co-operation is all that is wanting: But while it is wanting, other efforts must be comparatively unavailing. And hence, the Trustees, even at the risk of being deemed importunate, believe it to be their duty to renew their appeal, influenced by a strong desire to gain the public favor, but only to gain

it as the fruit of enlightened public judgment upon the real merits of the Institution.

CH. CHAUNCEY,
JOHN SERGEANT,
GEO. VAUX,

Committee.

From the Pittsburg Gazette.

IMPROVEMENT OF THE ALLEGHENY.

Mr. Craig,—I have read with attention the article published in the Gazette of Saturday, written by H. M. Brackenridge, Esq. and have reason to feel obliged for the favorable notice taken of what I had previously written on the same subject; it also gives me much pleasure to see the attention of competent persons directed to a matter of so much interest. I shall have done some service in even awakening public attention, which will be the means of shedding much light upon it, and enable every one to come to a satisfactory conclusion. The legitimate object of every one in all such cases, is the arrival at truth. With this end in view, I have made some remarks on the article alluded to, and now submit them to the public. It is stated in the article referred to, that "Rivers which flow through elevated regions like ours, have generally too much fall to admit of having their beds formed into inclined planes. The current would be too rapid, if confined to a space sufficiently narrow to contain the requisite depth of water." It is nevertheless a striking peculiarity of all our western waters, more generally, perhaps, of those flowing from the north and west, that the inclination of the plane is by no means so great as those on the east side of the Allegheny mountains; notwithstanding their sources are higher, particularly those rising in the north, and flow for a considerable distance through regions greatly more elevated than those on the east side of the mountains; thus the Allegheny river, from Franklin to Pittsburgh, has a fall of about 235 feet, being a distance of 125 miles, or of less than 2 feet to the mile; and the fall in the Ohio from Pittsburgh to Beaver is but thirty feet, or about one foot to the mile, whereas the James River, from Covington to tide water, falls 1222 feet, or 5 75-100 feet in a mile. From Covington to Pattonsburg, a distance of about 75 miles, the average fall is 7 11-100 per mile, and from that to tide water, about 3 3/4 feet per mile; this latter place is situated north of the Blue Ridge, in the Shenandoah or Winchester Valley, about 130 miles in a direct line from Richmond, and perhaps 175 or 200 by water. This comparison may be adopted as nearly applicable to all other rivers of the east and west; if it be said that Covington is near the mountains, still the elevation is much less than Franklin. From Franklin to Waterford is about 60 miles—the fall is supposed to be nearly three feet per mile. Another peculiarity in the western waters is, that owing to the smallness of their inclined planes, they can be boated almost to the spring heads. Salt boats formerly descended from Waterford with 250 barrels of salt each, or upwards, and keel boats of ten tons and upwards, arrived there. The stream at this place is too narrow to turn the boat, until proceeding some fifty perches down to a small lake called Le Boeuf lake, covering, perhaps, thirty acres of ground. Another prominent feature in these waters is, that they are nowhere intercepted by ledges of rocks, so common in all the eastern waters, and so detrimental to their navigation. But, most certainly, our rivers have *not* "too much fall to admit of having their beds formed into regular inclined planes," nor would the current be too rapid, if confined to a space sufficiently narrow to contain the requisite depth of water.

Judge Geddes states that, in the 18th and 19th mile from Franklin, the Allegheny river falls 8 1/2 feet, in 930 yards, a little more than half a mile—now steam boats can ascend this rapid—I say so, because *they have done so*, can we, then, by any process of reasoning, arrive at the conclusion that, if the rapid was lessened, by exca-

vating the channel at this ripple, and equalizing the inclined plane, and of course lessening the current and equalizing the same, from the foot of the ripple to the head of the pool immediately above it, "the current would be too rapid if confined to a space sufficiently narrow to contain the requisite depth of water."

As to "the greatest number of feet or inches per mile, which may be given to the channel of our river, so as to render it fit for navigation;" this must depend, in some degree, on circumstances—a boat heavily loaded would not ascend a ripple or current with a given power of steam, that would be sufficient to propel a boat of similar size, more lightly loaded, up the same current—the greater the pressure of steam, also, on any particular boat, the greater the current she would be capable of ascending. It was, formerly, no uncommon thing for engineers to throw pine knots and pitch balls into the furnace, to increase the steam, in ascending the falls, and other strong rapids in the Ohio. The falls of the Ohio present an inclined plane of 22 feet in about 2 miles. The ripple mentioned by Judge Geddes indicates a fall of $8\frac{1}{2}$ feet in little more than half a mile—so that it appears a fall of 16 feet in the mile can be overcome by steam power. It is probable the boat which ascended the Allegheny, against that current, was not heavily loaded—I would, therefore, suppose that 10 feet in the mile was the maximum height that ought to be attempted to be overcome with a loaded boat, with safety, by any power of steam now known, and boilers, &c. of the strength now used—at 20 feet it could not be done, at least with any degree of safety, if at all practicable.

If each rapid in the Allegheny river contained a fall of six feet or upwards, in that case "the succession of pools and rapids, which alternate in so regular and beautiful an order, in the Allegheny river, might be considered as so many natural levels, with their lockage;" and, if such was the height of the several ripples, "if the descent was uniform, the river, in low water," (and in high water likewise,) "would be little more than a rapid of torrents, if not of shallow mountain torrents, entirely unfit for navigation."

But inasmuch as the great majority of these ripples, intended to be improved, do not exceed one, two, or three feet in height, it would not surely be expected that canals or locks should be placed at each ripple; nor would the excavation of the channel at such small ripples, although materially decreasing their current in their short distance of 20 or 40 rods, have much influence in increasing the current above, over an extended pool from one to five miles in length. Indeed, such appears to be the opinion of Mr. Brackenridge himself in the subsequent part of his address, as he states that he is "firmly of opinion that much may be done to improve the natural channel at no very great expense"—that "the channel in the rapids could also be reduced to fifty or a hundred yards in width, with a depth of 3 or 4 feet at least;" a depth fully equal to any thing I have contemplated. It is afterwards stated, "the current would be increased"—by these means—I am certain on a moment's reflection, he will perceive this opinion is incorrect. What, let me ask, will increase it? Is the base of your level, say at Pittsburgh, depressed, or is its height, say at Freeport, elevated? How then, can the current be increased by equalizing the plane? It is decreased at the ripples, and increased in the pools; and, of course, it is not so rapid at any one integer of space, as it had been before, at some of them, to wit: at the rapids. The water passing slower at those places than before, would require a larger space to pass the same quantity of water in any given time; and, of course, would be deeper, on that account alone, at the ripples, independent of the additional depth occasioned by narrowing the channel. The circumstance mentioned, of the practice of some boatmen in ascending the river at a very low stage, to deepen the water a few inches about

their boat, by the simple method of contracting the channel by temporary banks of gravel, and sometimes by means of boards, serves to illustrate the facility of improving the navigation on a small scale, and a *fortiori*, it may be done on a large one. I well recollect at an early period, in descending French Creek, at low water, in a keel boat—at one of the ripples, where she run aground, the boatmen procured some corn hoes from a settler on the bank of the creek, and backed the boat a little, and cleared a channel for her by removing the gravel in front of the boat, which deepened the water; and, in a short time, she passed over the ripple. This mode I prefer to the *wing dams*, in miniature, mentioned by Mr. Brackenridge, if we were improving on a large scale, for reasons heretofore suggested. Solomon directs us to "go to the ant and learn wisdom," and certainly an attentive observer may derive useful instruction from the smallest operations of nature and art. My object in writing this has been to remove some doubts that appeared to exist in the mind of the writer of the article referred to, or that might be raised in the minds of others, as to the entire practicability of the plan of improvement I have suggested. If I have succeeded in that object, the end in view will be obtained.

A. W. FOSTER.

COURT MARTIAL.

HEAD QUARTERS.

1st Brigade, 1st Division, P. M. ?
Philadelphia, 27th July, 1835. }

Brigade Orders, No. 44.

At a General Court Martial, of which Col. James Page is President, held on the 6th July, 1835, and afterwards, at Mrs. Bradshaw's Hotel, Major Daniel Sharp, Brigade Inspector of the 1st Brigade, 1st Division, P. M. was tried upon the following charges and specifications, preferred by Capt. Robert M. Lee, of the Union Fencibles.

The Court was convened in pursuance of the following orders—

HEAD QUARTERS,

1st Brigade, 1st Division, P. M. ?
Philad. June 22, 1835. }

Brigade Orders, No. 41.

A General Court Martial, to consist of seven members, will be convened on Monday, the 6th July, 1835, at 10 o'clock, A. M. at Mrs. Bradshaw's Hotel, in Chestnut, near 6th street, for the trial of Major Daniel Sharp, Brigade Inspector, of the 1st Brigade, 1st Division, P. M.

The Court will be composed as follows—

Col. James Page, 108th Reg't Line Volunteers.
Col. Joseph Murray, 102d do do do
Col. A. J. Pleasanton, 1st do Vol. Artillery.
Lt. Col. Thos. Koehler, 102d Reg. Volunteers.
Capt. W. H. Hart, 1st Troop City Cavalry.
Capt. Wm. Patterson, Washington Blues.

Supernumeraries.

Lt. W. M. Camac, 1st Troop City Cavalry.
Lt. Joseph Oliver, 1st State Fencibles.
Lt. W. W. Weeks, Washington Blues.

Charles Ingersoll, Esq. will perform the duties of Judge Advocate.

A. M. PREVOST, Brig. Gen.
1st Brigade, 1st Division, P. M.

By order of Gen. Prevost,

C. R. THOMPSON, Aid-de-Camp.

Charges and Specifications preferred against Major Daniel Sharp, Brigade Inspector of the 1st Brigade, 1st Division, P. M.

CHARGE 1ST.

Gross neglect of duty and unofficer-like conduct.

Specification 1st.—In this, that he, the said Major Daniel Sharp, Brigade Inspector, 1st Brigade, 1st Division, P. M. did, when the returns of the election held in the 1st Battalion of the 96th Regiment, P. M., on Monday the 1st of June, 1835, for Brigade and Regimental Officers, were officially delivered to him, the said Brigade Inspector, by John Johnson, Major of that Battalion, who was also the superintendent Judge of the said election, (to wit)—On Thursday the 4th day of June, 1835, instead of securing the said returns in some proper and fitting place, where they could not be removed or disturbed, except through or with the knowledge of the said Brigade Inspector himself, place them immediately upon his receiving them, upon the mantel-piece of, or in some other exposed place in the front apartment in the first story of the said Brigade Inspector's house, the outer door of which, opens directly upon the public street, and although many persons were continually entering and leaving the apartments aforesaid, during that day and others, with whom the said Brigade Inspector must have had but a slight acquaintance or knowledge, yet these and other important documents were suffered to remain exposed on the mantel-piece aforesaid, or in some other equally exposed situation in the apartment aforesaid, to the observation and touch of all or any of those who were present at the time mentioned, or who might afterwards come into the said apartment while the said Brigade Inspector was performing the offices of host to his company; thereby neglecting his duty as keeper of public documents, and countering a fraudulent alteration of the same, by the facility which their said exposure offered to its execution. This at Philadelphia in the state of Pennsylvania, on Thursday the 4th day of June, 1835.

Specification 2d.—In this, that the said Major Daniel Sharp, Brigade Inspector aforesaid, did between Thursday the 4th day of June, in the year of our Lord 1835, and the afternoon of Friday the 5th day of June of the same year, alter or allow, or suffer to be fraudulently altered, the returns of the election held in the 1st Battalion of the 96th Regiment, P. M., on Monday the 1st of June, 1835, for Brigade and Regimental Officers, after the said returns thereof had been officially delivered into the hands and possession of the said Brigade Inspector, by Major John Johnson, superintendent judge of the election aforesaid.

Specification 3d.—In this, that the said Major Daniel Sharp, Brigade Inspector aforesaid, did by neglecting to take the proper care of, and to secure the aforesaid returns of the election held as aforesaid, in the first Battalion, 96th Regiment, P. M., furnish and afford an opportunity for the fraudulently opening of the envelope containing the said returns by some person or persons, in consequence of which, the amount of votes returned by the Judges and Clerks of the said election held as aforesaid, in the 1st Battalion, 96th Regiment, P. M., of which these were the returns, became known in an illegal, dishonest, and fraudulent manner, and which gave an occasion to and produced a fraudulent alteration of the aforesaid returns, and caused a forgery to be committed in the said returns, of one hundred votes in favor of Peter Fritz, one of the candidates for the office of Brigadier General of the 1st Brigade, 1st Division, P. M., at the said election, which votes he had not received at the aforesaid election, nor had they been recorded in the said returns thereof by the proper officers of the said election, nor had the said votes been polled there. This at Philadelphia in the State of Pennsylvania.

Specification 4th.—In this, that the said Major Daniel Sharp, Brigade Inspector aforesaid, upon being informed on Sunday the 7th day of June, 1835, by the Judges

of the election held in the first Battalion of the 96th Regiment, P. M., on Monday the 1st day of June, 1835, for certain military officers of the 1st Brigade, 1st Division, P. M. (to wit:) by Major John Johnson, superintendent judge thereof; and John Napier, also a Judge of the said election, and afterwards to wit:—On Monday the 8th day of June, 1835, by the Judges aforesaid, and by the Clerks of the said election, to wit:—George Snyder and Casper P. Gideon—that the returns of the election held in the said Battalion at the time aforesaid, which they as Judges and Clerks had respectively signed, and which said returns had been delivered into the official custody of the said Major Daniel Sharp, Brigade Inspector aforesaid, by the proper officer, to wit:—Major John Johnson of the said Battalion, and superintendent Judge of the said election therein, to wit—On Thursday the 4th day of June, 1835, had been fraudulently and falsely altered since they had respectively signed the same, by which alteration, one of the candidates for Brigadier General of the 1st Brigade, 1st Division, P. M., to wit:—Peter Fritz had allowed as returned, one hundred votes more than they as Judges and Clerks of said elections, had returned to the said Brigade Inspector, or than he the said Peter Fritz, had received, or than had been polled for Brigadier General in that particular Battalion of the 96th Regiment, P. M. at the election held therein, on Monday the 1st day of June, 1835, did deny the fact of such alteration having been made in the said returns, although the said alteration and forgery were evident upon the slightest inspection thereof, and did assert that the said returns of the election aforesaid, though averred by the said parties, to wit:—The Judges and Clerks thereof, not to be their returns, since they had been changed and altered without their knowledge or consent, after they had left the possession of the respective parties, to wit:—the Judges and Clerks aforesaid, and had been properly delivered into the official keeping of the said Brigade Inspector, were the true and legitimate returns of the election held as aforesaid, in the 1st Battalion of the 96th Regiment, P. M., and that he the said Brigade Inspector had received them as such, and would recognize no other returns as the regular and official returns of the election, held in the said Battalion—and further, the said Major Daniel Sharp, Brigade Inspector aforesaid, did refuse, (to wit, on Monday, the 8th day of June, 1835,) to deliver upon the joint and several applications of the said Judges and Clerks, the said altered and forged returns of the election aforesaid, to them the said Judges and Clerks for correction; though the time allowed by law, (to wit, ten days from the day of election, within which the Judges are permitted to make their true returns of the military elections, they have conducted,) had not then expired, and did further refuse, at first to accept two certain sealed papers, which the said Judges and Clerks through their superintendent Judge, Major John Johnson aforesaid, tendered to him, the said Brigade Inspector, as the only true account and legal returns of the election for military officers of the election held as aforesaid in the 1st Battalion, 96th Regiment, P. M., and moreover that the said Major Daniel Sharp, Brigade Inspector aforesaid, did upon being warned by the Judges aforesaid, not to refuse to receive the returns which were then presented to him the said Brigade Inspector, finally received them, though at the same time he the said Brigade Inspector did say that he would not recognize the said papers thus tendered to him, as the official returns of the election held in the aforesaid Battalion of the 96th Regiment, P. M., but that the said returns which he then received should lay on his table where he had placed them, without his the said Brigade Inspector, giving himself any further thought, trouble, or consideration about them; the said Brigade Inspector likewise declared that he would not call to his assistance the persons specified by law, for the legal examination of the last returns, but that he would publish in the newspapers (of the next day) of Philadelphia, what

he the said Brigade Inspector considered to be the official returns of the whole election held throughout the first Brigade, first Division, P. M., for Brigade and Regimental Officers, to wit:—On Monday the 1st of June, 1835, in which would be contained the returns of the election held in the 1st Battalion, 96th Regiment, P. M. aforesaid, though they had been declared by all the Judges and Clerks thereof, and by the said Judges upon oath before one of the Aldermen of the City of Philadelphia, (which was known to the said Brigade Inspector,) to have been fraudulently and falsely changed and forged. Such conduct being altogether unworthy and unbecoming an officer, holding a Commission under the Commonwealth of Pennsylvania. All this at the City of Philadelphia and State of Pennsylvania.

CHARGE SECOND.

Abuse of Authority in Office.

Specification 1st.—In this, that the said Major Daniel Sharp, Brigade Inspector aforesaid, did, on and after the 8th day of June, 1835, refuse to correct or to allow to be corrected the returns of the election held in the 1st Battalion, 96th Regiment, P. M., on Monday the 1st of June, 1835, for Brigadier General of the 1st Brigade, 1st Division, P. M., although he, the said Major Daniel Sharp, positively knew at the time aforesaid, that the Judges and Clerks of the said election, in the said Battalion, had declared to him, the said Major Daniel Sharp, and to others, and had been sworn before an Alderman of the city of Philadelphia, that the returns of the votes for Brigadier General in that Battalion, had been falsely and fraudulently altered and changed, and that a forgery to the amount of one hundred votes in favour of Peter Fritz, one of the candidates for the office of Brigadier General of the 1st Brigade, 1st Division, P. M., had been committed, therein by some person or persons, since they had respectively signed the said returns, and since the same had left their respective power and control, which said one hundred votes had not been polled at the said election, in the Battalion aforesaid, nor had they been returned to the Brigade Inspector aforesaid, by the Judges and Clerks thereof; this at the City of Philadelphia, and within the time allowed by law for the Judges and Clerks of Military elections to make to the Brigade Inspector their returns of the elections they may have conducted.

Specification Second.—In this, that the said Major Daniel Sharp, Brigade Inspector as aforesaid, having been brought before one of the Aldermen of the City of Philadelphia, (to wit, Samuel Badger, Esq.) upon a criminal charge, did in the office of the said Alderman, being then upon a hearing before the said Alderman, on the said criminal charge, attend to and hear the testimony of the Judges and Clerks of the election held in the said Battalion of the 96th Regiment, P. M., and of others in relation to the alteration and forgery of the returns thereof after they had come into the possession of the said Major Daniel Sharp, and did also hear the observations and opinions of said Alderman upon his summing up the evidence thereof, in which the said Alderman distinctly stated that there could be no doubt of the alteration and forgery in the said returns having been made; and that from the evidence, which was among the clearest he had ever heard, he, the said Alderman, was perfectly satisfied in his own mind, that Peter Fritz, one of the candidates for the office of Brigadier General, of the 1st Brigade, 1st Division, P. M., had received at the election aforesaid, but one hundred and twenty-two votes, and not two hundred and twenty-two, as it would appear he had received from the altered and falsified returns, and that General Prevost, the other candidate for the office aforesaid, had received at the said election in that particular Battalion of the 96th Regiment, P. M., a majority of nine votes over his opponent, which it did not appear he had received from the altered and falsified returns, and that the only question in his mind was, as to the person who had committed the forgery; the fact of the forgery, the

Alderman continued, was indisputable. "And yet, notwithstanding this conclusive proof and evidence of fraud, alteration and forgery in the said returns, the said Major Daniel Sharp did, afterwards (to wit, on or about the 12th day of June, 1835,) transmit, or cause to be transmitted to the Secretary of the Commonwealth of Pennsylvania, at Harrisburg, a general return or statement of the Military elections held in the 1st Brigade, 1st Division, P. M., certified by himself and others, in which certified general return, the said altered and forged returns of the election held in the 1st Battalion, 96th Regiment, P. M., aforesaid, were contained and enumerated; that the said general return or statement was correct and true, and that accordingly Peter Fritz aforesaid, had received a majority in the whole of the 1st Brigade, 1st Division, P. M. of forty-three votes over his opponent. This in the City of Philadelphia, and between the 9th and 12th day of June, 1835.

Specification 3d.—In this the said Major Daniel Sharp, Brigade Inspector aforesaid, after he had been informed that the Secretary of the Commonwealth of Pennsylvania had been notified that the Election for Brigadier General in the 1st Brigade, 1st Division, P. M. was contested, and that he, the Secretary aforesaid, was therefore requested, according to law, to withhold the Commission of Brigadier General aforesaid, from either of the candidates, until the matter in dispute should be legally settled; and after a certificate by Major Robert Pettit, one of the Aids de-Camp of Major General Patterson, of the 1st Division, P. M., to the effect that on application, in due form of law, signed by more than the required number of voters at the late election for Brigadier General of the 1st Brigade, 1st Division, P. M. had been made to the Major General aforesaid, and was then lodged in his office, asking the said Major General to constitute a Board of Officers as prescribed by law, for the trial of the said election, had been published in several of the daily papers of the city of Philadelphia, did, notwithstanding all this knowledge and information, receive a notice from Peter Fritz, one of the candidates for the office of Brigadier General, in which the said Fritz declined to accept the office aforesaid, to which he had not been elected; and the said Major Daniel Sharp, Brigade Inspector aforesaid, though he knew of the falsified returns of the election held in the 1st Battalion of the 96th Regiment, by the falsification of which the said Fritz had an alleged majority of 43 votes, and though the said Brigade Inspector was also aware and informed that the said election for Brigadier General aforesaid, was and had been contested in due form of law, did, nevertheless, in utter disregard of all the circumstances, acknowledge and consider that the refusal of the said Fritz to accept the aforesaid office, vacated the office of Brigadier General aforesaid, and under these circumstances did accordingly, on Monday the 15th day of June, 1835, in defiance of public opinion, and in contempt and derogation of the rights, power and authority of the tribunal prescribed by law for the examination and trial of contested military elections, to which an appeal had in due form been made, publish an official order signed by himself as Brigade Inspector of the 1st Brigade, 1st Division, P. M. to the enrolled inhabitants of the city of Philadelphia, informing them that a new election for Brigadier General of the 1st Brigade, 1st Division, P. M. would be held at certain places therein specified, on the 29th day of June, 1835, and calling upon captains of the several companies in the Brigade to return their respective muster rolls to the superintendents of the elections where they would respectively vote, this being an unauthorized and uncalled for exercise of power—a contempt of the authority of the Major General of the 1st Division, P. M., his superior officer, and an injury to the Militia service of the Commonwealth of Pennsylvania. This at the city of Philadelphia in the state of Pennsylvania.

CHARGE THIRD.

Making false returns to the Secretary of the Commonwealth of Pennsylvania, of an election for certain military officers held within the 1st Brigade, 1st Division, P. M.

Specification.—In this that he the said Major Daniel Sharp, Brigade Inspector aforesaid, did after an alteration and forgery of the amount of votes returned to him, the said Brigade Inspector, by the Judges and Clerks of the election, held on the 1st day of June, 1835, for certain military officers in the 1st Battalion, 96th Regiment, P. M., had been detected and proved before an Alderman of the City of Philadelphia, (to wit, Saml. Badger, Esq.) persist and continue to consider Peter Fritz one of the candidates for the office of Brigadier General, of the 1st Brigade, 1st Division, P. M. at the said election, for whose advantage and benefit this alteration and forgery was committed in the aforesaid returns, to the amount of one hundred votes, to be elected the Brigadier General aforesaid, and did accordingly make a return on or about the 12th day of June, 1835, after the returns aforesaid, had been proved as aforesaid, to the Secretary of the Commonwealth of Pennsylvania at Harrisburg to that effect, in which return said Major Daniel Sharp, Brigade Inspector aforesaid, certified that the said Peter Fritz had been elected Brigadier General aforesaid, by a majority over his opponent of 43 votes, though he the said Brigade Inspector knew perfectly well that the said alteration and forgery of one hundred votes had been committed in favor of Peter Fritz aforesaid, and had been by him the said Brigade Inspector, enumerated and certified as true, just, and legal votes to the said Secretary of the Commonwealth of Pennsylvania, thereby making a false return of the election held in the first Brigade, 1st Division, P. M. on Monday the 1st day of June, 1835.—This at Philadelphia in the state of Pennsylvania.

CHARGE FOURTH.

Suppressing the true returns of an election held in the 1st Battalion of the 96th Regiment, P. M., on Monday the 1st day of June, 1835, for certain military officers.

Specification.—In this, that he the said Major Daniel Sharp, Brigade Inspector aforesaid, after he had been assured in the most solemn way and manner by each and all of the Judges and Clerks of the election, held on Monday the 1st day of June, 1835, in the 1st Battalion of the 96th Regiment, P. M., for certain military officers, that an alteration and forgery of the returns which they had made to him the said Brigade Inspector, of the election aforesaid, had been perpetrated and committed since the said returns had been respectively signed by them the said Judges and Clerks, and since the said returns had left their respective control and possession—(to wit—on or after Thursday the fourth day of June, 1835,) and that the said Brigade Inspector, after the said Judges and Clerks, had through their superintendent Judge, Major John Johnson of the 96th Regiment, P. M., tendered to him the said Brigade Inspector, the true and official returns of the said election, signed, sealed and presented according to law, and within the time prescribed by law for such purpose, to wit:—On Monday the 8th day of June, 1835, at the office of the said Brigade Inspector, did continue to regard the first mentioned returns of the election aforesaid, though thus declared by the said Judges and Clerks to have been fraudulently altered and forged without their or either of their knowledge or consent, to the amount of one hundred votes in favor of Peter Fritz aforesaid, as the only true, just and official returns thereof, and that the said Brigade Inspector, did accordingly certify the same to the Secretary of the Commonwealth of Pennsylvania, at Harrisburg, to wit:—On or about the 12th day of June, 1835, though he actually knew that the said returns which he thus cer-

tified to be just and true, had been falsely and fraudulently altered and forged. Thus suppressing the true returns of the elections aforesaid, and attempting to defeat the first object of all elections, the will of the people. This at Philadelphia, in the Commonwealth of Pennsylvania.

CHARGE FIFTH.

Refusal, neglect and failure to perform his duty as Brigade Inspector of the 1st Brigade, 1st Division, P. M. according to, and as required by the act of Assembly of 2d April, 1822, being an act for the regulation of the militia of this Commonwealth, and the supplement thereto, passed the 30th March, 1824.

Specification 1st.—That the prisoner did, between the 6th and 11th June, 1835, neglect, fail and refuse to receive the true returns of the election held 1st June, 1835, for Militia Officers of the 1st Battalion, 96th Regiment, when the same were lawfully tendered to him, by the proper officers.

Specification 2d.—That the prisoner did between the 6th and 11th June, 1835, after receiving the true returns of the Militia Election held 1st June, 1835, for the 1st Battalion, 96th Regiment, P. M., refuse, neglect and fail to act upon the same, and to call to his assistance two respectable citizens, residing within the bounds of his Brigade, one of them being an Alderman or Justice of the peace, before he opened said returns; and to swear or affirm the said citizens, truly to examine and cast up the same, and make a fair and correct copy thereof, and to have administered to himself by the said Alderman or Justice of the Peace, the same oath or affirmation, and to file and preserve in his office the said returns—and did further neglect, fail and refuse to return to the Judges and Clerks of the said election of 1st Battalion, 96 Regiment, when duly demanded by them, the altered and falsified returns aforementioned.

Specification 3d.—That the prisoner so negligently guarded and kept the first returns made to him 4th June, 1835, by Major Johnson, that the contents of the same became publicly known, and that an opportunity was thus afforded, which was used by some person unknown, of falsifying and altering the same in the manner aforementioned.

Specification 4th.—That the prisoner neglected, failed and refused to perform his duties according to, and as required by the acts of Assembly aforementioned, whereby by the militia election held 1st June, 1835, Peter Fritz, one of the candidates for the Brigadier Generalship, was made to appear to be elected, when he received only a minority of the votes polled.

Specification 5th.—That the prisoner neglected, failed and refused to send to Andrew M. Prevost, the successful candidate for the Brigadier Generalship at the election held 1st June, 1835, a written certificate of his election.

Specification 6th.—That the prisoner sent to Peter Fritz, the unsuccessful candidate for the Brigadier Generalship, at the election held 1st June, 1835, a written certificate of his election.

Specification 7th.—That the prisoner did, on the 15th June, 1835, when no vacancy of the office of Brigadier General had occurred by refusal to accept, resignation, removal, death or otherwise, but when the same was full, and had been filled for the seven years ensuing, by the recent election held 1st June, 1835, order an election for Brigadier General to be held 29th June, 1835.

Specification 8th.—That the prisoner did, on the 15th June, 1835, when no vacancy of the office of Brigadier General had occurred by refusal to accept, resignation, removal, death or otherwise, but when the said office was full, and had been filled for the seven years ensuing, by the recent election held 1st June, 1835, order an election for Brigadier General to be held 29th June, 1835, which said election was held accordingly 29th June, 1835, and by the prisoner was acted upon as to.

the returns of the said election, and otherwise, as if the same had been legally ordered, held and conducted.

Specification 9th.—That when the said election for Brigadier General, held 1st June, 1835, was duly contested according to the provisions of the act of Assembly in such cases made and provided, of which the prisoner was well aware, and of which he had due notice, the prisoner afterwards (to wit, between 4th and 15th June, 1835,) received and treated as valid the refusal to accept the Brigadier Generalship of Peter Fritz, one of the candidates at the election thus duly contested, and acted upon that refusal to accept, as if it were valid; and thereupon, on the 15th June, 1835, ordered a new election for the office of Brigadier General to be held 29th June, 1835, as if a vacancy had actually, and lawfully occurred; and the said election, under such orders, was held 29th June, 1835, and was acted upon by the prisoner, as to the returns of the election and otherwise, as if the same had been legally ordered, held and conducted.

To which, the accused not appearing, the Judge Advocate entered the plea of "NOT GUILTY."

The Court then proceeded in the examination of witnesses, and other documentary evidence, and, after several sittings and adjournments, on the twenty-fourth day of July, 1835, gave the following opinion and sentence:

"Five Charges and eighteen Specifications were submitted to the Court. Upon four of the Charges and sixteen of the Specifications, the doubt entertained by them of their jurisdiction of the matters of accusation there set forth, have induced the court to decline to pass upon them. Tenderness towards the accused, and a reluctance to assume any authority not clearly belonging to them, resolve all their doubts in his favor. They have left to the civil jurisdiction of the country, all that could be debateable between them; or in which their power might be concurrent. They have taken cognizance only of what the act of Assembly has made theirs exclusively, and have found the Brigade Inspector guilty upon the most indisputable proof.

1. Of a neglect of duty as the keeper of certain public documents, which was the immediate cause of the most extensive mischief and crime.

2. Of arrogation, in the face of the plainest provisions of the law of the land, of powers the most extraordinary that an inferior officer ever ventured to grasp at. Assumed too, not in ignorance, but in defiance of the law. He has snatched from the Major General the authority given by the Legislature to settle contested elections, and of his own will has degraded one candidate for military place, and promoted another to the vacancy thus created. He has made this bold invasion upon the rights of the voters of the Brigade and his superior officers, with no questionable law or precedent to countenance him. His proceedings are equally novel and extraordinary, and if warrantable, preclude the possibility of filling any office in the Division but with his approbation. Nay, after his confirmation of a military appointment has been extended to the candidate of his choice, he might, upon the principles he would establish, cashier him and call a new election at any moment before the officer was actually commissioned.

The Court have not pretended to meddle with the agitated question of the election for Brigadier General held 1st June last. It did not come within their province, more than the Brigade Inspector's. It matters not which is the successful candidate, the election is in contest in due form under the act of Assembly, and for them or him to undertake to settle it, by assuming that this or that candidate is the one elected, or by calling a new election, is a flagrant violation of the written statutes of the State. Of such an outrageous neglect of the proper duties imposed on him by the law, the Brigade Inspector has been convicted. Their sentence, the result of careful and patient investigation, and based upon this finding, the Court submit to the authority

which called them together, in the hope it may be beneficial to the military service, to the State, and a salutary warning that militia discipline, though not severe, is yet capable of repressing any endeavor utterly to subvert it.

[Signed,]

JAMES PAGE,

Col. 108 Regiment Line, Volunteers, and President of the Court.

C. J. INGERSOLL, Judge Advocate.

The Court having maturely and deliberately considered and enquired into the facts, matters and allegations charged and specified in Charge First, and the several specifications thereto annexed, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations charged and specified in Charge Second, and the several specifications thereto annexed are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations charged and specified in Charge Third, and the specification thereto annexed, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations charged and specified in Charge Fourth, and the specification thereto annexed, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 1st specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 2d specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 3d specification of the 5th Charge, and the evidence relating thereto, *do find* that the said Major Daniel Sharp, Brigade Inspector aforesaid, Guilty of so negligently guarding and keeping the first returns made to him 4th of June, 1835, by Major Johnson, that the contents of the same became known and that an opportunity was thus afforded, which was used by some persons unknown, of falsifying and altering the same in the manner aforementioned. And as to the rest of the said specification they do find the said Major Daniel Sharp Not Guilty.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 4th specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 5th specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 6th specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 7th specification of the 5th Charge,

are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters and allegations specified in the 8th specification of the 5th Charge, are of opinion they have no jurisdiction over the same, and therefore decline passing upon them.

And further, having maturely and deliberately considered and enquired into the facts, matters, and allegations specified in the 9th specification of the 5th Charge, and the evidence relating thereto, do find the accused, Major Daniel Sharp, Guilty thereof.

And, upon Charge the 5th, the Court find the accused, Major Sharp, Brigade Inspector of the 1st Brigade, 1st Division, P. M., Guilty, and do sentence him, the said Major Daniel Sharp, Brigade Inspector of the 1st Brigade, 1st Division, P. M., to be *cashiered*; and the Court do further declare him, the said Major Daniel Sharp, Brigade Inspector of the 1st Brigade, 1st Div. P. M. incapable of holding a commission in the Militia or Volunteers for the term of three years, from and after this 24th day of July, in the year one thousand eight hundred and thirty-five.

(Signed) JAMES PAGE,
Col. 108th Regiment Line Volunteers, and President of the Court.

C. J. INGERSOLL, Judge Advocate.

HEAD QUARTERS,

1st Brigade, 1st Division, P. M. }
Philad., 27th July, 1835. }

Brigadier General Prevost approves the Sentence of the General Court Martial, and orders the sentence to be carried into immediate effect.

The General Court Martial, of which Col. James Page is President, is hereby dissolved.

By command of the Brigadier General,

B. COOMBS, Brigade Quarter Master,
and Acting Brigade Major.

HEAD QUARTERS,

1st Brigade, 1st Division, P. M. }
Philad., July 27, 1835. }

BRIGADE ORDERS, No. 43.

The Board of Officers, convened by virtue of order No. 42, for the trial of the election held on the 1st June, 1835, in the 128th Regiment, P. M., for Field Officers of said Regiment, having completed its labours, the Brigadier General announces the following decision of the Board in this case—

OPINION.

“The present Board has been constituted according to Law, on application of at least 58 of the Volunteers of the 128th Regiment, who voted at an election for Regimental Officers of said Regiment, held on Monday, June 1st, 1835, for the trial of said election. It has been clearly established by the testimony of Messrs. Curry and Perlasca, the judges of the elections, that Mr. Curry was superintendent of the election, Major Fritz having declined to officiate; that Mr. Curry was appointed by Major Fritz, and not by the Brigade Inspector; that Mr. Perlasca was appointed either by Major Fritz, or partly by him and partly by Mr. Curry, at the Battalion Parade in May, some days before the election. Mr. Curry says he does “not know who appointed Mr. Perlasca; Major Fritz said he appointed us two Judges of the election.” The Militia Laws are sufficiently explicit as to the manner of conducting elections, and the Board do not feel at liberty to substitute any forms of proceeding in place of those prescribed by law, their duty being to examine how far the election has been legally conducted according to the statute regulating the mode in which such elections shall be carried on. It is provided that if the Major of the

Battalion neglects or refuses to attend, or in case there is no Major, the Brigade Inspector shall appoint one respectable citizen, residing within the bounds of said Battalion, to superintend and conduct said Election, and the said Major, or citizen appointed as aforesaid, shall attend at the time and place fixed on for the election, and shall, prior to the opening thereof, select another respectable citizen, who, with himself, shall act as judges to the said election. According to the testimony, Mr. Curry was the superintendent, and was appointed, not by the Brigade Inspector, as the act requires, but by Major Fritz, who has by law, no shadow of authority to appoint a substitute. Mr. Perlasca supposed he was appointed assistant judge “partly by Major Fritz, and partly by Mr. Curry;” Mr. Curry says, “I do not know who appointed him (Perlasca); Major Fritz said he appointed us two judges.” It is, however, clear that the Brigade Inspector not having appointed Mr. Curry, his appointment of Mr. Perlasca (if he had appointed him) would have been void. It cannot alter the case that the proceedings were regular as the swearing of the judges, &c. for if they were not appointed judges they sat as private citizens, with no other rights than any two other citizens possess to hold elections, take notes, or judge of the admissibility of votes—We conceive them to be in the position of an individual who undertakes, without the appointment or commission of the Governor, to exercise the duties and authority of an Alderman—to issue process, to hear and decide causes, and enforce his decrees by execution. As the tribunals of law would not recognize his decision, or permit the service of his process, however equitable his judgments, so we cannot admit the validity of an election conducted by unappointed private citizens, not clothed by law with any powers that are not common to the rest of the community. The Board, therefore, are of the opinion that Peter B. Curry and James Perlasca were not appointed according to law, judges of the election in question, and that the polling of votes under their superintendence, was not an election according to the provisions of the militia laws of this Commonwealth.—The Board are further of opinion, that the applicants have failed to establish the reception of any illegal vote, except so far as that, before judges not duly appointed, all votes given are illegal or not in conformity with the requisitions of law. The Board finally, for the reasons above stated, in execution of their duty, declare the election for Field Officers of the 128th Regiment P. M. held on Monday, June 1, 1835, to be null and void, and set aside the election accordingly.”

The election of Field Officers in the said Regiment being thus declared void, the Brigadier General hereby announces the offices of Colonel, Lieut. Colonel, 1st and 2d Majors of the 128th Regiment P. M. to be vacant.

The Board of Officers convened for the trial of the election in the 128th Regiment of the Line, is hereby dissolved.

ANDREW M. PREVOST,
Brig. Gen. 1st Brig. 1st Div. P. M.

By order of Gen. A. M. PREVOST.

B. COOMBS,
Brigade Quarter Master,
1st Brig, 1st Div. P. M.

MR. MILLS' TENTH ASCENSION.

To the Editor of the York Gazette.

SIR:—You may remember that I left you at York, at half past four o'clock precisely, with a light breeze from S. W. by W., by means of which I hoped to float to the seaboard. Barometer 29.9, Thermometer 80 deg. At 4 hours 85 minutes, had acquired an elevation of 2261 feet—Bar. 27.3. Ther. 51.5. At this height the view was of course extensive, and very beautiful.

I could see York, Columbia, Lancaster, Mountjoy, Marietta, the long line of the Susquehanna, and the yellow stubble fields splendidly contrasted with the dark green woods.

At 4 hours 42 minutes, being at my greatest elevation, (9483 feet) the Bar. 19, Ther. 35 deg. I found the wind inclined more to west, and so as to take me a little to the east of Columbia.

At this time I was sorry to perceive a dark cloud approaching me rapidly from the north west; its fleetness was fearfully marked by the black shadow which careered along the surface of the earth. That and the thunder which was in the clouds, induced me to think of taking shelter at Columbia, so that I might afterwards continue my voyage. I accordingly let out some gas, and finding below, a more southerly current of air, was enabled at 10 minutes after 5, to land at the foot of the inclined plane, in the farm-yard of Mr. Strickler, about one fourth of a mile from Columbia.

Without getting out of my car, I was conveyed by the citizens, by means of my anchor rope, into Columbia, and remained there nearly an hour.

Having an abundant ascending power, I prepared to start again, when fortunately a friendly eye, from the top of a neighboring house, detected a fracture in the netting of the balloon, which was probably caused by the projecting branches of some trees, under which it was drawn, in entering the town. This unlucky accident rendered the further prosecution of the voyage impossible, so that I was reluctantly compelled to let out the gas and fold up the balloon. Had I not been drenched with rain before starting, I might have risen above the clouds, and avoided the risk of being carried out of my way, but wet as I was, the cold was too severe even at the elevation already attained.

The good people of Columbia were evidently much gratified by witnessing the descent of the balloon, and the evolutions necessary to effect a landing. They also participated kindly in my disappointment, and endeavored to make not only the voyager more comfortable, but the voyage more profitable. I am especially under obligation to Mr. Gosler and Mr. Borbidge.

I cannot be too grateful to the citizens of York, who during the inflation of the balloon, encountered a heavy rain, to assist me in preserving it from the hazard of a violent wind. Yours very respectfully,

JAMES MILLS.

SINGULAR DEATH OF A HORSE.

On Wednesday last, an individual having occasion to visit a neighbor, on alighting made his horse fast to the fence in the neighborhood of a bee-hive. A few moments after, the attention of the person was attracted by the uneasiness of his horse who was discovered to be totally covered with bees, he made an attempt to liberate the poor animal but met with such a warm reception from the bees that he was obliged to desist, after having been most severely stung. Another individual then procured a blanket, in which enveloping himself he succeeded in liberating the horse, which by this time was so stung as to be scarcely able to move and died within a few rods of the spot within two hours. The horse when hitched was somewhat warm, and the simultaneous attack of the bees, was caused doubtless by the effluvia arising from the beast. Bees have a great antipathy to any thing of an unpleasant smell, and frequently desert their hives, on account of the existence of offensive substances in the neighborhood.—The occurrence above mentioned took place in the eastern part of the county.—*Crawford Messenger*.

LEAD ORE.—We are indebted to the politeness of Maj. Ezra Long, of Troy, Bradford Co. Pa. for a specimen of this ore which he has recently discovered imbedded in the township of Union, Tioga Co. Pa. about 100 rods from the contemplated line of Rail Road between Elmira and Williamsport. Maj. Long, we believe,

has several hands now engaged in making farther researches for this useful mineral, and he is of opinion that an immense quantity of it may be found in that vicinity. Should his hopes be realized, it would be impossible to surmise the importance which would at once be attached to that section of the country, which heretofore has rather been out of the line of improvement. We really hope that the Rail Road which is about to be constructed through Tioga County, Pa. together with the discovery of this new mine, will give a spur to enterprise and improvement there which have so long been groaning under the disadvantages of too great a devotedness to the lumbering business.—*Owego Gaz.*

FUEL SAVINGS SOCIETY.

The Board of Managers of the Fuel Savings Society respectfully Report:—

That the Fuel Committee procured during the last year 230 cords of good oak wood, of which each depositor received the amount which his deposit entitled him to.

The severity of the late winter, and the consequent high price of wood during the latter part of it, has afforded the best illustration of the advantages to be derived from this institution; for it is a fact worthy of notice, and which affords the managers singular pleasure in mentioning, that while the depositors in the society were receiving wood at \$4 40, this indispensable article of comfort was selling at \$8 to \$9 per cord: we would therefore take this opportunity of repeating the suggestion frequently made, to all those who may employ others, to endeavor to prevail upon them to save from their weekly or monthly earnings, such sums as they can spare; and that their deposits be made in due season, as many instances have occurred of applications being made by depositors after the prescribed time.

By order of the Managers.

WM. MASON WALMSLEY, President.

ABSTRACT

From the Diary of the Weather, kept at Gray's Brewery.

For July, 1835.

Mean of Thermometer,	75 $\frac{3}{4}$
Do. Barometer,	30.01.
21 days Clear.	
10 days Cloudy and Rain.	

GEO. LEWIS, Clerk.

MANUFACTURERS' AND MECHANICS'

Beneficial Savings Institution of the Northern Liberties

At a meeting of the Stockholders held on the 30th ult. the following persons were elected officers of this Institution:

Directors.

Wm Binder,	Franklin Lee,
Robert Wallace,	George Mecke,
George Hacker,	Daniel Reiff,
Caleb Maule,	H. Derringer,
John T. Smith,	Alexander M. Pelts,
A. J. Bucknor,	Isaac F. Baker,
George Ireland.	

Trustees.

Wm. Binder,	Robt Wallace,
George Hacker.	

At a meeting of the Directors, held the same day, WILLIAM BINDER, Esq. was elected President:

And at a subsequent meeting, held August 3d, ROBERT WALLACE was elected Treasurer.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 8.

PHILADELPHIA, AUGUST 22, 1835.

No. 398.

DELAWARE RIVER.

REPORT OF COMMISSIONERS, &c.

Executive Department, 2
February 7, 1835. 5

To the General Assembly
of the State of New Jersey:—

I have the honour to transmit to you the Report of the Commissioners appointed under the Joint Resolution of 17th January, 1833, for purposes therein mentioned; and, also, an agreement made and concluded, on the 22d day of November last, between the said Commissioners, and the like number of Commissioners appointed by the Executive of Pennsylvania, under a similar Resolution adopted by the Legislature of that State; together with sundry documents referred to in said Report.

P. D. VROOM.

To His Excellency, Peter D. Vroom, Esq. Governor of
the State of New Jersey:—

The undersigned Commissioners, appointed in pursuance of a Joint Resolution of the Council and General Assembly of the State of New Jersey, passed the 17th of January, 1833, "to meet Commissioners on the part of the State of Pennsylvania, to view a certain Dam in the River Delaware, at Well's Falls, as well as any other obstructions in said River, authorized by either State, or the citizens thereof, and ascertain the facts, and make report thereof, to the Governors of the respective States," and, "also, to report how the said obstructions may be obviated, having a due regard to a safe and convenient navigation of the River, and the use of the waters thereof, for actual or contemplated improvements, without injury to the said navigation," respectfully report:—

That they entered upon the trust assigned to them, with an anxious desire to obtain all the information necessary to enable them to discharge it, as well with understanding and fidelity to the interests of the State of New Jersey, as those liberal principles of comity which ought to mark the intercourse of sister States, bound together, by the Federal compact, and community of interests. It could not escape the attention of the undersigned, that the State of Pennsylvania had constructed a Canal, in her own territory, from Easton to Bristol, called, 'the Delaware Division of the Pennsylvania canal,' which is supplied by the waters of the Lehigh, one of the principal tributaries of the Delaware. To supply that canal, Pennsylvania had, without the consent of New Jersey, and before she had exercised a similar right, constructed a Dam at the mouth of the Lehigh, which almost entirely diverts the waters of that stream (the greatest which rises in the State of Pennsylvania, and runs into the Delaware,) from its natural course, before it reaches its destination in its natural flow and channel. The undersigned considered that the law of nations, had settled the principle, that where two independent States have an equal property in a river which lies between them, neither has any more right to divert the waters of a tributary stream of that river, from its natural course, before it reaches its destination, than to divert the waters of the river itself.

By the war of the Revolution, and the Treaty of Peace, between the United States and Great Britain, the States of Pennsylvania and New Jersey acquired a property in the waters of the Delaware equally—that is, each State to the channel in the tide, and to the middle of the river in the stream, on its own side. The agreements between the two States of 26th April, 1783, and 2d December, 1785, as to the jurisdiction and the partition of the Islands, in that river, recognize this principal, and are bottomed on it. Those agreements touch not the property of each State, within its own territory, but leave it to the rules established in such cases by the law of nations. By that law, where no compact interferes, the property of each State, to the middle of the river in the stream, is as absolute as the subject matter permits; and to the shores and ground covered with water within those limits, the property of each state, is as perfect and unlimited as to other parts of its territory. The agreements referred to, amount to a partition, and each holds its own in severalty, fully and entirely independent of each other, leaving the waters of the river, which were incapable of division, to be enjoyed in common. The right to *property* in the waters of a river, can only exist for appropriate purposes: among which are navigation and transit; and, therefore, the rights of navigation and passage on the entire river between the two States, would have remained in common to the citizens of both States, independent of any agreement—and the right to the use of the waters, for public improvements, is subordinate to the paramount right of navigation, and limited by that alone, if it can be enjoyed without the erection of obstructions in the river itself. The limitations upon the rights of property in a river between two coterminous States, by the law of nations, depend upon that great principle of natural justice, that each must so use its own right, as not to destroy, or materially injure, the right of the other.—The undersigned, therefore, considered it as a settled principle of the law of nations, which was not affected or impaired by the agreements between the two States, that each might use the waters of the Delaware, for public improvements authorized by either, provided that the navigation and right of passage was not thereby injured or interrupted. The undersigned believed that Pennsylvania acted upon this principle in authorizing a Dam upon the Lehigh, which diverts the whole of that important tributary of the Delaware from its natural course, to supply with water that great public improvement, the Delaware Division of the Pennsylvania Canal, without the consent of New Jersey, and without asking its permission. Upon any other principle, that erection could not be justified.

It appeared to the undersigned, that it was a bad rule that would not work alike on all; and that it would be unjust to the great and patriotic State of Pennsylvania, to suppose that she would adopt a rule, which she would deny to her co-proprietors of the waters of the Delaware. New Jersey had but followed out the rule established and recognized by the State of Pennsylvania, when afterwards she, by law, authorised the Delaware and Raritan Canal Company to supply that great public improvement made under her sanction, with water from the Delaware. The admirable location of that Canal

and its Feeder, enabled it to obtain that supply, without any dam, or obstruction to the navigation, or the right of passage upon the river. If any violation of the compact, or of the law of nations, was to be discovered in these acts of the two States, they were in equal fault, and the first fault had been committed by the State of Pennsylvania; and the undersigned did not conceive themselves authorized to review the solemn acts of independent States in these respects; the more especially as neither of them were known to have injured "the safe and convenient navigation of the said river;" and they have therefore referred to them merely for the purpose of illustration.

The undersigned, under this belief, directed their attention to the specific object of their commission, "to view," in conjunction with the Commissioners on the part of Pennsylvania, "a certain Dam in the river Delaware, at Wells' Falls, as well as any other obstructions in the said river, authorized by either State, or the citizens thereof," and "ascertain the facts."

The joint Commissioners first met at New Hope in September last. All the Commissioners on the part of Pennsylvania, and one of the Commissioners on the part of this State attended, and after several days spent in a careful examination of that Dam, as well as the mouth of the Feeder of the Delaware and Raritan Canal, and the river adjacent, adjourned to meet at Trenton. At the time appointed, all the Commissioners met, and after viewing the erections at Scudders' Falls, the head of the "Trenton Delaware Falls Company's" works, which were the only other "obstructions in the said river, authorized by either State, or the citizens thereof," known to exist, adjourned to meet in Philadelphia. In the interim, the other Commissioners on the part of this State, viewed the Dam at Wells' Falls, and also examined the mouth of the Feeder of the Delaware and Raritan Canal, and the river adjacent—and the undersigned, under the authority of a Resolution of the Legislature of this State, for the purpose, employed the assistance of Edwin A. Douglass, a competent and skilful Engineer, whose Report is herewith submitted.*

They found on this examination, that the Dam at Wells' Falls, had been constructed for the purpose of supplying the Delaware section of the Pennsylvania canal with water, from New Hope to Bristol. It was obvious, that from some error in the location of that canal, or some other cause, the whole Lehigh river, which had been thus diverted from its natural course, for the purpose of supplying that canal with water, under the authority of Pennsylvania, was insufficient for the purpose; and that it was necessary, at that or some adjacent point, to derive an additional supply of water from the Delaware. Without such supply, that noble public improvement, would fail to answer the purposes of its creation. Still, however, that Dam was confessedly an injury to the navigation, and an obstruction to its "safe and convenient" use. Upon this subject, the undersigned believe that there was no diversity of opinion, and there could be none. In their opinion, it could be wholly obviated, only by its removal. This would leave the Pennsylvania Canal exposed to destruction, unless a sufficient supply of water from the Delaware, could be obtained, in some other mode. The only other mode of supplying that canal, which was suggested by the Engineers, was by a dam at New Hope, or a Wing Dam at Cutbush's Island, above the head of the Feeder of the Delaware and Raritan canal. The latter mode would have been preferred by the undersigned, inasmuch as it would, by means of the deep water at Black's eddy, afford great and pre-eminent facilities for a connection between those channels—a connection, which it appeared to them, the interest of the upper section of the Delaware, and particularly the coal trade of Pennsylvania, would, at no distant day, require. Either mode, however, would make a dam in the river Delaware indispensable; and such dam could not be made,

consistently with the law of nations, or the spirit of the compact of 1783, without the consent of New Jersey.—If "the use of the waters" of the Delaware, for the "actual improvements" already made by Pennsylvania, in the construction of her canal, could be obtained by means of the Wing Dam at Cutbush's Island, it was the opinion of the undersigned, that the same could be made "without injury to the navigation," or "its safe and convenient" enjoyment. This, however, was a question, which the undersigned did not think themselves called upon, or at liberty to decide, provided another mode of obviating the obstruction at Wells' Falls, was desired by the Commissioners on the part of Pennsylvania. It could not be expected, that the State of Pennsylvania would abandon the use of her canal, upon which she had expended such large sums, and which promised such useful and beneficial results—whilst the river Delaware was bearing its waters to the ocean, amid shoals and rifts, which rendered it useless for the purposes of navigation, for the greater part of the year. The undersigned, also considered it due to the principles of comity, and the friendly relations existing between the two States, as well as to the character of New Jersey, that she should assent to such mode of supplying the Delaware division of the Pennsylvania canal, with an additional quantity of water from the Delaware—as the Commissioners of that State should prefer, provided it did not injure the navigation. Although the right to the use of the waters of the Delaware, for navigation and passage, belonged to the citizens of both States, the Legislatures of both had previously exercised the right, of making such improvements, for its more safe and convenient enjoyment, as they in their wisdom had deemed proper, and most for the general good. The undersigned did not deem themselves at liberty to counteract the Legislation of the two States—and they were willing to assent to the taking of the waters at either or both the points designated, for the use of the actual improvements made by Pennsylvania—provided it could be done without injury to the navigation.

The Commissioners on the part of Pennsylvania, selected New Hope, as the most advantageous point, at which to supply the Delaware section of the Pennsylvania canal, with such additional quantity of water from the Delaware, as was necessary for the purposes of that canal. For the reasons before stated, as well as those hereafter stated, the undersigned agreed to that selection, and for the purpose, as well of enabling Pennsylvania to obtain that supply, as of obviating the obstruction placed in the Delaware, under that authority; they, on the 22d November, 1834, with James Buchanan, Joseph Burke, and Roberts Vaux, Esqrs. signed the agreement, which they have the honor of submitting herewith for legislative wisdom to adopt or reject.*

It will be perceived that this agreement authorizes the erection of a dam by Pennsylvania, at her own expense, at Wells' Falls. This dam is not necessary for any actual or contemplated improvements of New Jersey. It is solely for the benefit and advantage of the State of Pennsylvania, and made necessary by the injudicious or unskilful location of her canal. It seemed right therefore, that it should be made at her own expense; and if, hereafter, it should become auxiliary to a connexion between the public improvements of the two States, the Delaware and Raritan Canal Company must incur the expense of that connexion. The undersigned did not feel themselves authorized to insist upon any provision for such connexion, inasmuch as no such power was given to them, and because they conceived that it might safely be reserved to the interests of those great works, and to time, to effect it, if the public good should require it. They thought it might properly be left to the legislative wisdom of the two States, and the action of public opinion, to produce such connexion, if necessary, although they entertain a decided conviction,

*See this Report vol. xv. p. 22, of Reg.

*See Reg. vol. xv. p. 2.

that it would be mutually beneficial to both States.—When that connexion is thus demanded, they have no doubt, from the known liberality and expanded views, which have hitherto governed the conduct of the Delaware and Raritan Canal Company, that they will afford all proper facilities for the purpose.

In the provisions contained in the agreement herewith submitted, will be found the opinion of the undersigned, as to the best mode of obviating the obstruction of the dam at Well's Falls, having a due regard to the safe and convenient navigation of the river, and the use of the waters thereof for the "actual improvements" made by Pennsylvania, "without injury to the navigation," as the preservation of the Fisheries on its shores.

And first as to the navigation. Well's Falls have hitherto presented more impediments to the natural navigation, than any other portion of the river between Easton and Trenton. These consist of natural obstacles, which render the navigation at that point, not only expensive, but hazardous—and the dam now existing under the authority of Pennsylvania, and for her sole use, has greatly increased them. From the opinions of engineers and experienced watermen, as well as from our own observation, a dam and sluice, as provided for in the agreement, would have the effect of improving the navigation, and at the same time obviating the natural obstacles there existing, without reference to the use intended to be made of it by the Pennsylvania canal. Those obstacles are such as will, in a short time, if the river is left in its present state, or returned to that in which it was before the erection of the existing dam, force the descending, as well as the ascending navigation into the canals on the Pennsylvania or New Jersey side of the Delaware. The ascending natural navigation or river trade, as it is called, previous to the construction of those canals, was conducted principally by Durham boats. They are gradually disappearing; and if the canals prove, as no doubt they will, more safe, commodious, speedy and economical, the natural navigation will be abandoned altogether, except in time of freshets. In freshets, the Delaware pours its waters into the ocean in great abundance, and rises to a height, above that of the contemplated dam, sufficient to enable the rafts and floats to reach their markets; leaving, when it subsides, considerable natural obstacles to the navigation, which can only be overcome by the aid of art, and such improvements as science will afford. At all times, the natural channel, used by rafts and Durham boats, is confined by two rocks, on each side, at the distance of about sixty feet, which is to be left open, and through which the descending navigation must pass, except in times of such freshets, as will carry them safely over the dam. The pool formed by the dam, and the length of the sluice will enable the descending navigation to pass safely, between the ledge of rocks now existing; and the breadth of the channel, remains as it was before. The pool which will be formed, at the head of the dam, must necessarily check the velocity of the descending craft, and enable them to pass through that channel, with more certainty and greater safety. If the dam is constructed, in the manner provided for in the agreement, (and the undersigned cannot doubt that it will be) they are of opinion, that it will afford a more safe and convenient navigation, than that now existing. The experience already had, of the effects of such dams and sluices in other rivers, ought to remove the fears of those who are ever ready to apprehend danger from every untried improvement. If the lessons of experience are to be disregarded—if we are to submit to the evils that we know, because they can only be removed by alterations, Wells' Falls must forever be doomed to remain the terror of the enterprising, hardy and meritorious watermen, or be strewn with the wrecks of their property.

As to the ascending navigation, at all times difficult and dangerous, facilities are provided by the proposed

agreement, to take it into the Pennsylvania canal, below the falls, by two wooden locks, at the mouth of Neely's Creek, and pass it into the dam above the falls, through the guard locks, *free of toll*. It will at once be perceived, that this gives that navigation superior facilities, more safety and less labor than now attends it.

The right of the two States to improve the navigation, by dam, or in such manner as Legislative wisdom shall devise or sanction, cannot be seriously questioned, and this agreement has no existence until such sanction.

As to the fisheries, the undersigned beg leave to observe, that the great mass of the shad pass up the rivers when it is at such a height, as to glide over the dam without a ripple; and when the freshets have subsided, they have an opening of sixty feet, through which to ascend. It is a fact universally known, that shad generally pursue their upward course through the most rapid water. From their known habits, it can hardly be doubted, that if this sluice was made in the river, in its present state, their instinct would lead them to ascend its course. On this point, too, we have the lessons of experience in other rivers, which, if the same causes produce the same effects, leave nothing for the most timid to apprehend.

Upon the subject of the height of the dam, the only object of the Commissioners of both States, was to secure to the Pennsylvania canal, a sufficient supply of water, without endangering the natural navigation, by unnecessary erections. If the calculations of Engineers should prove erroneous, the undersigned cannot doubt the disposition of either State, so to modify the agreement, as to answer the end designed. It was believed, that a greater height would alarm fears, which are always sensitive and easily excited, in respect to what many consider as an experiment.

The agreement stipulates, that either State may take as much water from the Delaware, as may be necessary to supply their canals, for the purposes of navigation.—The undersigned did not conceive that they were at liberty to make any other stipulation upon that subject—leaving the Legislatures of the two States unfettered, as to what strictly pertains to their territorial jurisdiction, and appropriate Legislation. The agreement does not restrict further Legislation in that respect.

The undersigned, in the execution of their trust, viewed the obstructions said to exist at Scudder's Falls, at the head of the Trenton Falls Company's works.—They were of opinion, that those obstructions had been, in a great degree, obviated; and that Company promptly undertook to obviate them altogether, as will appear by a certified copy of their minutes, herewith submitted. The obstructions, if any remain, can be obviated without difficulty, and at very little expense; and the undersigned felt themselves, under these circumstances, authorized to stipulate that they shall be removed.—It was conceived, that this State would not hesitate to assume the responsibility of removing obstructions, which were made under color of their act; and that they had the means to coerce a Company which was their creature, and subject to their will, to do so. Interest, as well as duty, will prompt that Company, to fulfil an engagement, every way so advantageous to them.

The other provisions in the agreement, need no explanation.

The undersigned did not deem it consistent with their respect for the distinguished body from whom they derived their authority, to insert any clause in respect to the consent of Congress to the said agreement. Nothing was said in respect to such consent, in the resolutions delegating their authority, and it would have been presumptuous in the Commissioners to undertake to instruct the Legislatures of independent States, acting under the Federal compact. Any provision, in respect to the consent of Congress to

this agreement, must emanate from the State Sovereignities, and them alone. Should the agreement be ratified, such ratification may be made to depend upon the obtaining the previous consent of Congress, if such consent is deemed necessary to give it constitutional sanction.

If the agreement should not be ratified, it is not conceived by the undersigned, that the rights and interests of the State of New Jersey can be impaired or affected. She has not violated either the letter or spirit of the compact of 1783. She has authorized no dams, or other obstructions, in the river Delaware injurious to the navigation, and none such are necessary to enable her to use the waters of the Delaware for "actual or contemplated improvements." She has used the waters of the Delaware for her "actual improvements," as she was authorized to do by the law of nations, without injuring the navigation, and without destroying or materially injuring the right of the State of Pennsylvania. In so doing, she only followed the example of Pennsylvania, which, before any water was taken from the Delaware, under the authority of New Jersey, had not only abstracted the whole waters of the great tributary of the Delaware at Easton, (a much larger quantity than all that will ever be required by New Jersey) but had, also, drawn from the Delaware, at New Hope, an additional quantity sufficient to supply her canal from that place to Bristol. Pennsylvania had not only done this, but a dam was erected in the river for that purpose, under her authority, and for her sole use, without asking or obtaining the consent of New Jersey; which dam, as well as that at Easton, on the Lehigh, is an acknowledged obstruction to the natural navigation of those rivers. Still, however, the supply of water drawn from the Delaware, is inadequate for the purposes of her canal; and the undersigned conceived, that, if the navigation was not seriously injured, New Jersey, has always adopted the rule, of doing "as she would that others should do unto her," in her intercourse with her sister States, would give her consent to her doing so.—New Jersey, in taking the waters of the Delaware, for "actual improvements," exercised only a right recognized by the law of nations, as understood and practised by Pennsylvania herself. She had no favors to ask of Pennsylvania. The right to take the waters of the Delaware for her "actual improvements," is not derived from this agreement, but existed prior to it; and the agreement is declaratory merely, and recognizes the existence of the right, and is subject to the limitation that it does not seriously injure the navigation. If, however, as it was wrong, Pennsylvania cannot complain until she returns the tributary waters of the river to their natural destination, and ceases to use the waters of the Delaware for her improvements. The erection of dams in the bed of the river, which, in themselves, amount to an obstruction to the navigation, stands upon different principles.

The undersigned were perfectly aware, that, in entering into this agreement, they yielded much to the interests and necessities of Pennsylvania; and they intended to do so. They did not even confine themselves to the mere principle of reciprocity—but they endeavoured to guard the rights of navigation and fishery—and they have greatly erred if they have not so done. It does not become Independent States, in their agreements, as to their common or relative rights, to deal upon narrow or sectional principles. It appeared to the undersigned, that whatever would best conduce to the benefit of the "Improvements" of the two States, would ultimately promote the interest of both; and that future generations would reap the fruits of a liberal and expanded policy mutually adopted in relation to the waters of the Delaware. The strong action of public good, will break the fetters forged by local rivalry or sectional jealousy, and leaping the barriers of a river, scatter its blessings with an equal hand. The noble

Delaware will not be suffered to waste its waters in the ocean, without contributing to the wants, the convenience, and the happiness of the inhabitants of the territory through which it flows.

In submitting the agreement herewith presented to the Legislature for their adoption, or rejection, the undersigned would do injustice to their feelings, if they omitted to render their tribute to the frank and friendly disposition manifested by the Commissioners on the part of Pennsylvania. Their conduct throughout the negotiation, was characterised by that zealous regard for the interests of their State, and earnest devotion to the objects of their trust, which might be expected from their high characters.

In conclusion, the undersigned venture to suggest to the Legislature the propriety of suspending any action upon this agreement, until it be known whether the State of Pennsylvania, (whose interest is principally involved in its ratification) shall first determine to confirm or reject it. In the meantime, the State of New Jersey may safely rest her rights under the protection of the Law of Nations, as understood and acted upon by Pennsylvania.

Trenton, February 2, 1835.

GARRET D. WALL,
JN. M. SHERRERD,
P. I. STRYKER.

From the Commercial List.

STATEMENT OF FOREIGN SUGARS,
Imported into the Port of Philadelphia, in 1834, and
part of 1835.

1834.	Hogsheads.	Boxes.	Barrels.	Bags.	Brazilians.
January, .	00	228	239	00	00
February, .	223	154	116	00	00
March, .	953	575	1284	920	117
April, .	1039	997	351	00	00
May, .	1527	357	1603	4201	39
June, .	620	899	224	00	00
July, .	1693	1509	2444	160	184
August, .	1209	1444	207	00	00
September, .	308	1135	110	23	22
October, .	00	477	2	00	00
November, .	87	1338	31	00	00
December, .	77	1035	3	3	00
Total, 1834,	7146	10,148	6614	5307	362
1835.					
January, .	64	226	00	00	00
February, .	00	102	739	00	00
March, .	1148	1316	1943	2494	00
April, .	1135	2937	1449	1562	148
May, .	1035	2158	1111	620	00
June, .	1469	2812	423	6298	00
Total to July 1,	4874	9545	5965	10,974	148
Do. in 1834.	4372	5210	3817	5121	156
Increase in 1835,	502	6335	2148	5853	00

The total gross weight of Foreign Sugars imported into this Port during the year 1834, was 7157 tons, 13 cwt. 0 qr. 11 lbs. Exported to Foreign Ports during the same period, 477 boxes, 1125 bbls, 2578 bags, and 78 hlds, weighing 374 tons, 10 cwt. 0 qr. 8 lbs.

From Latrobe's Rambles in N. America.

FIRST STEAMBOAT IN THE WEST.

Circumstances gave me the opportunity of becoming acquainted with the particulars of the very first voyage of a steamer in the west. The complete success attending the experiments in steam navigation made on the Hudson and adjoining waters, previous to the year 1809, turned the attention of the principal projectors to the idea of its application on the western rivers; and in the month of April of that year, Mr. Roosevelt, of New York, pursuant to an arrangement with Chancellor Livingston and Mr. Fulton, visited those rivers, with the purpose of forming an opinion whether they admitted of steam navigation or not. At this time, two boats, the North river, and the Clermont, were running on the Hudson. Mr. R. surveyed the rivers from Pittsburgh to New Orleans, and as his report was favorable, it was decided to build a boat at the former town.— This was done under his directions, and in the course of 1811, the first boat was launched on the waters of the Ohio. It was called the "New Orleans," and intended to ply between Natchez, in the state of Mississippi, and the city whose name it bore. In October it left Pittsburgh for its experimental voyage. On this occasion no freight or passengers were taken, the object being merely to bring the boat to her station. Mr. R., his young wife and family, Mr. Baker, the engineer, Andrew Jack, the pilot, and six hands, with a few domestics, formed her whole burden. There were no wood yards at that time, and constant delays were unavoidable. When, as related, Mr. R. had gone down the river to reconnoitre, he had discovered two beds of coal, about 120 miles below the rapids, at Louisville, and now took tools to work them, intending to load the vessel with the coal, and to employ it as fuel, instead of constantly detaining the boat while wood was procured from the banks.

Late at night on the fourth day after quitting Pittsburgh, they arrived in safety at Louisville, having been but seventy hours descending upwards of seven hundred miles. The novel appearance of the vessel, and the fearful rapidity with which it made its passage over the broad reaches of the river, excited a mixture of terror and surprise among many of the settlers on the banks, whom the rumour of such an invention had never reached; and it is related that on the unexpected arrival of the boat before Louisville, in the course of a fine, still moonlight night, the extraordinary sound which filled the air as the pent up steam was permitted to escape from the valves on rounding to, produced a general alarm, and multitudes in the town rose from their beds to ascertain the cause. I have heard that the general impression among the good Kentuckians was that the comet had fallen into the Ohio; but this does not rest upon the same foundation as the other facts, which I lay before you, and which I may at once say, I had directly from the lips of the parties themselves. The small depth of water in the rapids prevented the boat from pursuing her voyage immediately, and during the consequent detention of three weeks in the upper part of the Ohio, several trips were successfully made between Louisville and Cincinnati. In fine, the waters rose, and in the course of the last week in November, the voyage was resumed, the depth of water barely admitting their passage.

When they arrived about five miles above the Yellow Banks, they moored the boat opposite to the first vein of coal, which was on the Indiana side, and had been purchased in the interim, of the state government. They found a large quantity already quarried to their hand, and conveyed to the shore, by depredators who had not found means to carry it off, and with this they commenced loading the boat. While thus engaged, our voyagers were accosted in great alarm by the squatters of the neighborhood, who inquired if they had not heard strange noises on the river and in the woods,

in the course of the preceding day, and perceived the shores shake—insisting that they had repeatedly felt the earth tremble.

Hitherto nothing extraordinary had been perceived. The following day they pursued their monotonous voyage in those vast solitudes. The weather was observed to be oppressively hot; the air misty, still, and dull; and though the sun was visible, like a glowing ball of copper, his rays hardly shed more than a mournful twilight on the surface of the water. Evening drew nigh, and with it some indications of what was passing around them became evident. And as they sat on the deck, they ever and anon heard a rushing sound and violent splash, and saw large portions of the shore tearing away from the land and falling into the river.— It was, as my informant said, "an awful day; so still that you could have heard a pin drop on the deck." They spoke little, for every one on board appeared thunder struck. The comet had disappeared about this time, which circumstance was noticed with awe by the crew.

The second day after their leaving the Yellow Banks, the sun rose over the forests, the same dim ball of fire, and the air was thick, dull, and oppressive, as before. The portentous signs of this terrible natural convulsion continued and increased. The pilot, alarmed and confused, affirmed that he was lost, as he found the channel every where altered; and where he had hitherto known deep water, there lay numberless trees with their roots upward. The trees were seen waving and nodding on the bank, without a wind; but the adventurers had no choice but to continue their route.— Toward evening they found themselves at a loss for a place of shelter. They had usually brought to under the shore, but every where they saw the high banks disappearing, overwhelming many a flat boat and raft from which the owners had landed and made their escape. A large island in mid channel, which was selected by the pilot as a better alternative, was sought for in vain, having disappeared entirely. Thus in doubt and terror, they proceeded hour after hour till dark, when they found a small island, and rounded to, mooring themselves to the foot of it. Here they lay, keeping watch on deck during the long autumnal night; listening to the sound of the waters which roared and gurgled horribly around them, and hearing from time to time the rushing earth slide from the shore, and the commotion as the falling mass of earth and trees was swallowed up by the river. The lady of the party, a delicate female, was frequently awakened from her restless slumbers, by the jar given to the furniture and loose articles in the cabin, as several times in the course of the night the shock of the passing earthquake was communicated from the island to the bow of the vessel. It was a long night, but morning dawned and showed them that they were near the mouth of the Ohio. The shores and the channel were now equally unrecognised, for every thing seemed changed. About noon that day they reached the small town of New Madrid on the right bank of the Mississippi. Here they found the inhabitants in the greatest distress and consternation; part of the population had fled in terror to the higher grounds, others prayed to be taken on board, as the earth was opening in fissures on every side, and their houses hourly falling around them.

Proceeding from thence, they found the Mississippi, at all times a fearful stream, now unusually swollen, turbid, and full of trees; and after many days of great danger, though they felt and perceived no more of the earthquakes, they reached their destination at Natchez, at the close of the first week in January, 1812, to the great astonishment of all, the escape of the boat having been considered an impossibility.

At that time you floated for three or four hundred miles on the river without seeing a human habitation.

Such was the voyage of the first steamer. The na-

tural convulsion, which commenced at the time of her descent, has been but slightly alluded to, but will never be forgotten in the history of the west; and the changes wrought by it through the whole alluvial region through which the Ohio and Mississippi pour their waters, were perhaps as remarkable as any on record.—We hear less of its effects, because the region in which it occurred was of such vast extent and so thinly peopled. That part of the alluvial country which is contiguous to the point of junction of the two rivers, and especially the vicinity of New Madrid, seems to have been the centre of the convulsion. There, during the years 1811 and 1812, the earth broke into innumerable fissures, the church yard, with its dead, was torn from the bank, and engulfed in the turbid stream.—To the present day it would appear that frequent slight shocks of earthquake are there felt; and it is asserted that in the vast swamp at the back of the town, strange sounds may at times be heard, as of some mighty cauldron bubbling in the bowels of the earth. Along the banks of the river, thousands of acres with their gigantic growth of forest and cane, were swallowed up, and lakes and ponds innumerable were formed.

The earth, in many parts, was observed to burst suddenly open, and jets of sand, mud and water, to shoot up into the air. The beds of these giant streams seemed totally overturned; islands disappeared; and, in many parts, the course of the river was completely changed. Great inundations were the consequence.—The clear waters of the St. Francis were obstructed; the ancient channel destroyed, and the river spread over a vast tract of swamp. In many places the gaping earth unfolded its secrets, and the bones of the gigantic mastodon and ichthyosaurus, hidden within its bosom for ages, was brought to the surface. Boats and arks without number were swallowed up; some buried by the falling in of the banks, others dragged down with the islands to which they were anchored. And, finally, you may still meet and converse with those who were on the mighty river of the west, when the whole stream ran towards its sources for an entire hour, and then resuming its ordinary course, hurried them helpless on its whirling surface with accelerated motion towards the Gulf.

FARRANDSVILLE.

Extract from one of the Editors of the Harrisburg Chronicle, dated

FARRANDSVILLE, July 25, 1835.

"I left Harrisburg in a packet boat after 5 on Thursday afternoon and reached Northumberland on Friday at noon, where I took stage and arrived at Lock Haven on the morning of Saturday. Mr. John Devlin, the obliging landlord at Lock Haven, furnished a skiff and an athletic and skilful oarman, JOCK by name, by which means I was conveyed to this town in about two hours. Little time was lost in discussing the creature comforts that were promptly set before me at the Inn, at the mouth of Lick Run, when I proceeded to make a *reconnaissance* of the place.

This "age of improvement" is a sad leveller, it is not only the forest that bows before it, the lofty pine and the hemlock, the dark spruce and the gorgeous rhododendron, are stripped from the summits of the magnificent mountains that they crowned, or deep gorges that they shaded, but the mountain nymphs that did here and there inhabit, make part and parcel of a community of bustling and thrifty housewives. "A lodge in some vast solitude, some endless *contiguity of shade*," is a matter not to be talked about in this "age of improvement." There is poetry at every step of country between McAllister's and Farrandsville, but how sadly

has it been marred by *improvement*. Smoke curling up here and there from a cottage chimney is poetical enough, but spacious farm houses and clouds of smoke issuing from them, at every point to which the eye turns, is too comfortable for sentiment. It is "of the earth, earthy." And then the clang of the axe of the lumberman on mountain and in dell, the pick of the miner, and the combination of heterogeneous noises that issue from the factory, where lately the panther raised his cry or the wolf his howl, all conspire to bring us to the conclusion that the "age of improvement" is a levelling and unpoetical age.

But to my *reconnaissance* of Farrandsville. It is situated on the West Branch of the Susquehanna, in the midst of the Allegheny mountains, but the country presents by no means so savage an aspect as I had been led, from the representations of others, to believe it did.—There are cultivated bottoms along the river constantly in sight, and the land of good quality. The Lycoming Coal company—the proprietors of Farrandsville, have a good farm of 200 acres, a short distance above the village, and progressing up the river, the bottoms are more extensive and settlements closer.

In another particular I was disappointed, and agreeably also. I considered that the representations which had gone abroad with regard to the extent of the improvements at Farrandsville were overcharged, but in viewing the reality any thing that I could have conjectured from the relations of others was far surpassed.

Lick run empties into the Susquehanna a short distance below the coal mines, and the buildings that now constitute Farrandsville. It is a strong, steady stream. On it is erected a large nail establishment, capable of manufacturing from the pig metal *ten tons of nails* per day. An air and a cupola furnace which in the last six months have turned out nearly 300 tons of castings. Mills for sawing different descriptions of lumber, shingles, lath, &c. An establishment for manufacturing rail road cars on a large scale.

There are now three veins of coal opening, and the schules in: fifty coal cars finished and in the best possible manner, and two miles of rail road, communicating with the different mines and the basin, finished.—One track of the road leads to the nail works, which are calculated to consume 5,000 tons of coal per year. An extensive rolling mill is in progress, and a furnace for smelting iron ore with coke will be erected in a short time immediately below the nail works.

Farrandsville proper is situated on the Susquehanna; on the mountain where the coal mines have been opened there are a number of buildings, where the miners and their families reside, with a street running between them town fashion, and at the foot of this mountain, at Lick run, there are also large boarding houses and habitations for artisans and their families.—These three separate towns, however, all belong to the community of Farrandsville, which contains a large Hotel, far advanced in the erection, two reputable taverns, three large boarding houses and upwards of ninety tenements, each calculated to render a family entirely comfortable.

Here are inexhaustible mines of iron, with the bituminous coal for smelting it, and all the elements for building up a manufacturing establishment capable of supplying iron in all its forms to our widely extended and populous country. The Pennsylvania canal extends to Lock Haven, within seven miles of Farrandsville, and under a law of last winter contractors are at this moment engaged with a large force in constructing a dam, and making embanking for slack water navigation to extend from the head of the canal up the river above the town, whence it is the intention to continue the slack water navigation by a series of dams to the head waters of the West Branch.

PENNSYLVANIA—(Continued.)

AGGREGATE OF EVERY DESCRIPTION OF PERSONS.				ALIENS INCLUDED IN THE FOREGOING.			
CENSUS.				The proportion which the total population of Pennsylvania bore to the aggregate total population of the United States at the several periods, was as one of the former to the number of the latter indicated below.			
Decimal periods of enumeration.				Total number of aliens at the several periods.			
Number of males at the several periods, as far as returned.				Actual increase in 10 years, from 1820 to 1830.			
Number of females at the several periods, as far as returned.				Increase per centum in ten years, from 1820 to 1830.			
Excess of males at the several periods.				The proportion which the aliens bore to the native and naturalized free white citizens of the State at the several periods, was as one alien to the number of citizens indicated below.			
Aggregate total number of persons of every description at the several periods.				Increase per centage in each ten years; also, in forty years, from 1790 to 1830.			
Actual increase in each ten years; also, in forty years, from 1790 to 1830.				Actual increase in each ten years; also, in forty years, from 1790 to 1830.			
Total increase in forty years.				Total increase in forty years.			
1790	434,373	167,992	38,6746—	9,0471+	10,728	4,648	93,8074+
1800	602,365	207,726	34,4851—	8,8085+	15,376		84,1912+
1810	810,091	239,367	29,5482—	8,9370+			
1820	1,049,458	298,775	28,4695—	9,1996+			
1830	1,348,233			9,5429—			

PENNSYLVANIA—(Continued.)

CENSUS.	MILITIA INCLUDED IN THE FOREGOING.*			REPRESENTATION IN CONGRESS.				NUMBER OF EACH CLASS, AND OF THE WHOLE POPULATION TO A SQUARE MILE, IN 1820 AND IN 1830.—AREA 44,000 SQUARE MILES.†					
	Numerical force at the several periods, as far as returns have been received.	Actual increase within the several periods, from 1805 to 1830.	Increase per centum within the several periods, from 1805 to 1830.	Number of Representatives, according to the Constitution, at the commencement of the present Government.	Federal or representative number of the inhabitants at the several periods.	Residual or unrepresented fractions at the several periods.	Ratio of representation at the several periods, according to the respective acts of Congress.	Number of Representatives at the several periods, subsequent to the 3d March, 1793, according to said acts.	Number of free white persons.	Number of free colored persons.	Number of slaves.	Number of free colored persons and slaves combined.	Total number of all classes of persons.
1790	+90,737	.	.	8	432,878.2	3,878.2	33,000	13	23,1158—	0.7308—	0.0048—	0.7355+	23,8513+
1800	99,262	8,525	9.3953—	.	601,682.6	7,682.6	33,000	18	29,7705—	0.8620+	0.0092—	0.8712+	30,6417—
1810	128,403	29,141	29.3577—	.	809,773	4,773	35,000	23	23,1158—	0.7308—	0.0048—	0.7355+	23,8513+
1820	182,285	53,882	41.9632—	.	1,049,373.6	9,373.6	40,000	26	29,7705—	0.8620+	0.0092—	0.8712+	30,6417—
1830				.	1,348,071.8	12,471.8	47,700	28					

* For a tabular view of the militia of this state for each year from 1821 to 1832, see Reg. Vol. XI. p. 237.—Ed. Reg.

† The first return of the militia of Pennsylvania was made in 1805.

‡ See Reg. Vol. X. p. 407, for some interesting tables of the increase in each county at each census.—Ed. Reg.

The same document contains also the votes of each state at each presidential election, from which we obtain the following abstract of the votes of this state:—

Years.	President.	V. President.
1789	For Washington 10,	J. Adams 8 J. Hancock 2
1793	Washington 15,	J. Adams 14 G. Clinton 1
1797	John Adams 1,	Thos. Pickney 2
	Thos. Jefferson 14,	Aaron Burr 13
1801*	Thos. Jefferson 8,	John Adams 7
	Aaron Burr 8,	C. C. Pinckney 7
1805	Thos. Jefferson 20,	Geo. Clinton 20
1809	James Madison 20,	Geo. Clinton 20
1813	James Madison 25,	Eldridge Gerry 25
1817	James Monroe 25,	D. D. Tompkins 25
1821	James Monroe 24,	D. D. Tompkins 24†
1825‡	Andw. Jackson 28,	J. C. Calhoun 28
1829	Andw. Jackson 28,	J. C. Calhoun 28
1833	Andw. Jackson 30,	Wm. Wilkins 30

Of the seven Presidents and Vice Presidents, no one has been elected from Pennsylvania. Of the Speakers of the House of Representatives, one has been from Pennsylvania, viz. Frederick A. Muhlenburg, 1789 and 1790—and 1793 and 1794—during 5 sessions.

In 1789 Pennsylvania had 22 Senators; 1790, 1st session 24; 2d session 26; and in 1793 and 1794, 30; and at the same periods respectively members of the House, 59, 64, 65, 105, 105.

A general table follows showing the rank which each state held at each census as regards the following particulars:—

	1790.	1800.	1810.	1820.	1830.
Pennsylvania as regards white population, held rank	3d	1	2	2	2
Free colored population	3	3	4	3	4
Slaves	10	13	15	18	18
Free colored and slaves combined	10	9	10	12	12
Total population	3	2	3	3	2
Federal Representative number	3	2	3	2	2
Extent of square miles	0	0	0	0	12
“ / longevity	0	0	0	0	8

In 1830, there were of persons aged 100 and upward, 137, viz: 63 white, 74 colored; and 797 deaf and dumb, viz: 758 white, and 39 colored; 503 blind, viz: 475 whites and 28 colored.§

Besides the preceding information, the document before referred to, contains the information obtained from several states in reply to the circular of Mr. Livingston, on the subject of taxes and other public expenses—intended to show that the people of the United States do

* Decided by House of Representatives, on 36th ballot in favor of Thos. Jefferson.

† One vote not given.

‡ Decided by House of Representatives, 1st ballot, in favor of John Q. Adams.

§ For some curious facts respecting the Blind in the U. S. and this State, see Reg. Vol. XI. p. 81.—ED. REG

not pay “a greater amount of Taxes in proportion to the population than the subjects of France,” as had been asserted. We regret to say that no information is there to be found from this state—as no answers had been received, or only such partial replies as to be of no usc.—ED. REG.

From the Pennsylvania Inquirer.

PHILADELPHIA AND NORRISTOWN RAIL ROAD CELEBRATION.

The opening of the Philadelphia and Norristown Rail road was celebrated last Saturday, (Aug. 15.) Notwithstanding the inauspicious aspect of the morning, three hundred citizens assembled at the depot at the hour appointed. The clouds that had threatened to dampen the ardor of the enthusiasm which all felt, changed their purpose, and, kindly spreading themselves over the heavens, furnished a delightful shade, and made the day, thereby, doubly agreeable.

The cars attracted great attention and excited universal admiration. For strength, beauty, and comfort, we have no hesitation in saying they excel any we have ever seen. One, especially, named the Victory, built by Mr. Evelen of this city, is, as was agreed on all hands, the most perfect thing of the sort that ever graced these parts. There was another, built in Troy, that vied with the Victory, and had not the Victory been present, it would have borne away the palm.—The whole train is an honor to the road, and does credit to the company; and we have no doubt thousands will early avail themselves of the increased comforts and accommodations which they all afford.

We started from the depot at the corner of Ninth and Green streets, at 12 o'clock. The party was divided into two divisions, a locomotive attached to each, and running within four hundred yards of each other. Flags flew from each, and a band of excellent music enlivened the way. In less time than we have been writing about it, we were at Manayunk—distant seven miles. The hill tops and slopes were sprinkled with hundreds of both sexes, who had stationed themselves to be in readiness to catch a glimpse of the flying cars. We could discern in the countenances of many as we flew, an expression of regret, that such a beautiful display should pass away so soon. Others seemed lost in wonder—some were enchanted as with a quickly passing pageant, and lingered to catch a last glimpse of the floating pennants, and the last sounds of the music. Manayunk had poured out its entire population. It was a proud day to this busy, thriving, and prosperous town. Here we paused: Immediately the cars were pressed upon, and every eye was delighted with the grand appearance of the Victory, and with the unsurpassed beauty of the devices on the sides of the stranger from Troy, now, however, at its home on this road.

The citizens of Manayunk being gratified, the bell announced the onward movement. All hands, at the signal, falling back, the ways clear, on we went, over to our eye, a road that for beauty and variety of scenery, and absolutely enchanting prospects, is not exceeded by any other in America. The road borders the Schuylkill and canal for the entire way. Rolling hills, with their wood-crowned summits—slopes, robed in green, the shores fringed with foliage—the valleys fertile in all that is rich, Islands, canal and other boats, giving beauty and animation to the river, and distant views of hills yet higher, and valleys yet wider and richer, reminded us forcibly of the North river scenery, in some of its most beautiful diversities, and we could not help remarking we have here a North River in miniature. Geological formations, are extremely interesting.—Quarries of limestone and marble are opened, and here and there the cars fly past walls of per-

pendicular rock, which appear to have been formed for the foundation and sides of some world above. It was the wish of all present that our Locomotive would dispense with some of its spirit, and walk along this whole way. What a rich opening, we could not help thinking, has the enterprize of this company opened to those who seek a retreat from the bustle and cares of the city, and to hold communion with nature. We say to all who can—go and see this lovely region. Cars and ways, are all ready—and the price of a trip to Manayunk and Norristown would not be excepted to, were it four times as great as it is. For 37½ cents, we are told, this trip may be enjoyed.

Our approach to Norristown, as well as the entire way leading to it, was one continued triumph. Cheers, and shouts of welcome, were poured forth, making the valleys ring, whilst the handkerchiefs of the fair waved in token of welcome. The cars were followed by the multitude that had collected on the outskirts of Norristown, and as the throng pressed on to the point of termination, they looked to our eye like a routed army. Arrived at our destination, the music that had sounded along the way, and echoed among the hills, and rolled itself up the valley, and along the river, was here greeted by a discharge of a few guns, which were fired in honor of the occasion. Here, as at Manayunk the beauty and comfort of the cars were contemplated by thousands of all ages, and both sexes.

In a short time after our arrival, the company, consisting of upwards of three hundred, were seated under an awning that had been spread for the occasion, and were soon busy in dissecting the good things which had been provided under it. After the company had paid their compliments to this excellent fare, and partaken of a few glasses of excellent wine—the President of the Company, Mr. S. Nevins, was called for. Mr. Nevins, whose whole energies are in this work, and who had so laboriously exerted himself the day before to have all things ready, rose, and stated that he was much indisposed, and begged to be excused from addressing the company. He said his friend on his left, Col. McKenney, who was known to be prompt and eloquent, would respond to the call for him—when he concluded, by proposing “the health of the company.” Col. McKenney rose and said, he did not know which he felt most deeply, the honour of the call, or the embarrassment which attended it. He would not, however, shrink from an attempt to discharge the duty assigned him by his valued friend, in an effort at least to respond to the call. He never had and he never would turn aside from the call of a friend, lead where it might. He begged the company not to anticipate a speech—he would promise, however, to do the best he could,—he would do as much as Demosthenes or Cicero, so far as good will and intention was concerned, but would promise nothing as to the execution. He had brought neither square nor compass by which to measure his speech—what he should say, therefore, would be as it rose spontaneously in his own mind on the spur of the occasion. He said it had been his good fortune, about nine months ago, to witness a similar celebration at the termination of the first division of that road at Manayunk. That occasion was marked by every thing social and friendly, and he was sure the circumstances would live in the memory of all present as those of the deepest interest. He could not, however, but recur to the desponding remarks which he had then heard touching the continuance of that road to Norristown. “*What! continue the road to Norristown?*” was the exclamatory remark.—“*Never!*” Well, gentlemen, preceded the Colonel, what’s the answer to these doubts and to this despondency? It is, as has been said on a former occasion, “*Here we are!*” And how have we got here? In cars of the most delightful construction—over a way perfect in its kind—through a country picturesque, beautiful and abounding with rich and lovely scenes,—a river

decked with islands and animated with the spirit of commerce keeping us company, side by side, all the way,—amidst the cheers and acclamations of the multitude, and an ardent and grateful feeling on the part of those who had been brought in close alliance with Philadelphia, for the spirit and enterprise which had animated the company by whose untiring efforts this great work had been accomplished.

The President and Directors of this Company have been promising, for nine months past, to introduce our old mother Philadelphia to Norristown, as had been previously done in the case of Manayunk,—so taking the old lady by the hand this morning, she was escorted out, and arriving at Manayunk, an arm was thrown around the waist of that enterprising village, and *it*, also, was made to bear her company, and here they are gentlemen, Philadelphia and Manayunk both engaged in the ceremony of shaking hands with Norristown!

The celerity by which this operation has been performed—this union established—is accompanied by a single regret—it arises from the speed with which all this has been accomplished. It may become a question, soon, whether some genius might not be required to hitch on to the rear a *retarding* power to these movements. A friend in his eye, had asked the question this morning, “when shall we be returned to Philadelphia?” That gentleman little thought, when he put the question, what he could accomplish if he chose. He might breathe one of his most tender and affectionate sighs into an open casket, and start it in the direction of his dulcinea in Philadelphia, and she would receive it in all its freshness before it evaporated.

Gentlemen, *onward* seems to be the word touching these Rail Road movements. About four years ago, his valued friend, Mr. Nevins, and some other gentlemen whom he could name, were the pioneers of the first work of this sort, which furnishes, at this time, such facilities to the travelling community. He referred to the New Castle and Frenchtown Rail Road. Within that brief period, what immense works of a similar character have been undertaken and consummated! And who can set bounds to these enterprizes! The face and the bosom of our mother earth are destined to be cut into ways for the accommodation of the travelling world. Gentlemen, he continued, I will repeat an anecdote, which I had the pleasure of hearing from a friend at the recent Rail Road celebration at Worcester, Mass. A gentleman and his lady made a move to the West.—After a short sojourn, they made *another* move, to the west, also,—and after that, again, a third,—still westward! It was, during the third move, that the narrator happened to fall in with this family. He referred to the east, and the home they had left, and inquired if it would be agreeable to revisit them. The lady, with all the attachment of woman’s heart to the husband of her love, resolved, however, to continue in *his* company, lead where he might. But, shaking her head, at the prospect of another move, she said, amidst all this I have one consolation, and that is derived from the circumstance, that *this earth is round*, and by keeping on, *we shall get to Boston at last!*

Gentlemen, said the Colonel, we are far in advance of our fathers, but not in every thing. In *some* things, he would be content never to excel them,—he never would wish to excel the fathers of the Revolution in patriotism and heroism,—nor would he ever wish to improve in the gallantry and firmness of our noble captains of the late war, by land, and on the water; for the land, the lakes, and the sea were literally illumined with the glory of their achievements! He would be content not to improve upon these, but to hold them as patterns for future generations. But touching the operations which we have come to celebrate, we have left our fathers far in the rear.

But we cannot follow the speaker any further (even this is only a brief summary,) or we shall not have space

enough for a word in relation to the concluding ceremonies. Let it suffice that the matter and the manner throughout were admirably suited to the occasion—excited universal attention and unmingled applause. Col. M’Kenney concluded by giving the following sentiment.

“The President, Directors, and all others concerned and interested in the Philadelphia and Norristown Rail Road Company—May they reap the reward due to such consummate skill and laudable enterprise.”

Calls were made and responded to by Messrs. J. R. Chandler, Sargent, W. G. Clark, S. Chew, and Wm. D. Lewis, and General Jolley; also, by the President of the Councils of Norristown, and Mr. Miles. We wish we had space for the remarks of all these gentlemen. Mr. Chandler was extremely happy, and made a most admirable use of the few minutes he occupied. Gen. Jolley was entirely himself—Mr. Lewis acquitted himself nobly, as indeed did all the speakers, to the satisfaction of a delighted company. Every body regretted the indisposition of Mr. Nevins. He would, doubtless, have afforded universal satisfaction. The company owe a vast amount to the untiring industry and economy of this gentlemen. We know they approve of his admirable management and untiring zeal in their cause. In conclusion, we have only to say, success to the Philadelphia and Norristown Rail Road.

From the Commercial List.

COLUMBIA RAIL ROAD.

Amount of articles received at, and despatched from Philadelphia by the Columbia Rail Road, from the 1st of January to the 30th July, 1835.

	Arrived.	Departed.
Bacon, lbs.	1299372	8577
Bricks, number		15997
Butter and Cheese, lbs.	11095	44898
Cotton, lbs.	6185	104906
Coal, tons		719
Copper and Tin, lbs.		71761
Drugs and Dye stuffs, lbs.		243581
Flour, bbls.	43707	
Feathers, lbs.	22054	3833
Fish, bbls.		1320
Furniture, lbs.	126926	401103
Furs and Peltries, lbs.	122105	9203
Grain, bushels,	33006	
Groceries, lbs.		3062626
Hides, lbs.		176331
Iron—Blooms, Bar & Sheet, lbs.	1124838	
“ Pigs and Castings, lbs.	505951	175587
Lard and Tallow, lbs.	191980	
Leather, lbs.	219343	35533
Lead—Bar and Pig, lbs.		9076
Lime, bushels,	10079	
Lumber—sawed, M feet,	986518	17580
Merchandise, lbs.	197087	5370226
Marble, lbs.	1700183	94144
Pork—salted, bbls.	113	
Oil, gallons,	2602	13728
Potatoes, bushels,	76	
Provisions, not named, lbs.	100314	4020
Plaster, tons,		1164
Rags, lbs.	86865	207318
Sundries, lbs.	499694	675485
Shingles, number,	586450	
Staves and Hoop-poles, lbs.	586450	13744
Salt, bushels,		9285
Seeds, do	787	
Tobacco, lbs.	1090621	80514
Whiskey, gallons,	162403	4581
Window Glass, boxes,	1785	1143½
Wool, lbs.	16639	15355

Amount of Tolls received—January, \$2,990 00½; February, \$3,295 34; March, \$5,402 78; April, \$9,668

27; May, \$9,968 12; June, \$8,968 41—Total, \$39,892 92½.

Number of Cars cleared—January, 749; February, 842; March, 1142; April, 1315; May, 1380; June, 1437; Total, 6865.

From the Kittaning Gazette-

PRESENT STATE OF ARMSTRONG COUNTY.

Although this county has been amongst the foremost in the march of improvement for a number of years, yet at no previous time has its improvement been so rapid, or its prospects so bright as at present. There has been within the past year an unprecedented rise in real estate—farms which a few months ago were purchased for ten or twelve dollars per acre, cannot now be had for double that sum. In others the advance has been in a still greater ratio. This rise is attributable in part to the enhanced price of grain, and in part to the spirit which now prevails on the subject of wool growing, and also to the rapidity with which lands are being bought up. We have it from good authority, that there will hereafter be a regular cash market for wheat in this place, and would therefore recommend to our farmers to put in as large crops of that grain as possible.

Many thorough-going farmers have lately come into this county, men who know how to adapt their culture to the peculiarities of the soil—who plough deep—and never permit their fields to lie long naked to the sun; but keep them always well clothed either with grain, or clover or timothy. There can be no finer soil for the last named grass than the oak flats of this county; and while it, as well as clover, is really a benefit to the soil, it produces an abundant crop of the first quality of hay. Thus while a farmer may have no meadow, strictly so called, he may, by alternating his other crops with timothy or clover, (which ever suits his soil best though some mix them together) have abundance of hay to support a large number of sheep. This system is now successfully pursued by many of our farmers.

The number of sheep is rapidly increasing, and the quality improving by the introduction of merinoes. Scarcely a week passes but we hear of flocks coming in, and those already in are doing extremely well. With very little trouble and expense, the increase of almost every flock of common sheep in the county may be at least half blood. Every day is verifying the truth of what we said a year ago, that the most profitable business to which farmers can turn their attention is the raising of sheep for the wool. The product of the sheep of Washington county the present season amounted to three hundred and fifty thousand dollars; and there is nothing to prevent Armstrong county from producing as much. Washington county is also now realizing immense profits from the sale of sheep: their stock is full, and they have now a surplus, for which they are getting from three to ten dollars a head. Those who go early into the business here will have the same advantage. The business has begun auspiciously; considerable wool has been sent off the present season. The common wool brought from 28 to 33 cents, full blood merino 55 to 70, mixed blood according to its quality. This shows the importance of introducing the finer breeds. We have just been informed by one of our best wool growers, that his merino fleeces averaged \$1 50 in Pittsburgh; and that his wool and lambs together, of the present season, amount to more than what he asked for his whole flock last fall.

Farmers to whom it is not convenient to purchase, may obtain sheep in Washington county on the following terms:—On the recommendation of some person known to both parties, some of the proprietors in that county will furnish any reasonable number, one half ewes, the other half wethers, none to exceed three years old, with one or more bucks warranted prime; the whole

to be kept four years. Each year the wool to be equally divided between the proprietor and keeper, and on the expiration of the term, the flock, with all its increase, to be equally divided between them. We know several farmers who have availed themselves of this method of obtaining merino flocks. This month and the next is the proper time to enter into this arrangement.

The population of this county is at this time from twenty to twenty-two thousand, and is increasing probably more rapidly than ever. Its capabilities are becoming developed, agriculture is flourishing, the crops of all kinds are good, and every thing but money is abundant.

From the Pittsburgh Advocate.

LAKE ERIE.

To the Citizens of Pittsburgh:

Fellow Citizens,—Amongst the engrossing subjects of the present day, both public and private, to which your attention is engaged, I do not think a sufficient portion has been directed to the subject of the completion of the canal navigation from this place to the harbor of Lake Erie;—I say, to the harbor of Lake Erie; for, in truth, there is but one harbor on that lake; from Sandusky to Buffalo. The wise men of other days put a proper estimate on the value of having a front on this lake, and a harbor on the seaboard, (as it may be properly termed,) within our own state, and, about the year 1787, made a purchase from the United States, of the triangular tract on Lake Erie, at the price of eighty-seven and a half cents per acre, or nearly that sum; (I write from memory,) and afterwards, on the 3d of April, 1792, offered it for sale and settlement, at 20 cents per acre;—proving that it was not the mere value of the soil that was estimated, but the importance of the navigation of the lake, and our participation in it, by building up a city on its banks, within our own state. These considerations would have been vastly increased in magnitude, had the magnificent plan of uniting that water with the Ohio, and both with the Delaware, by means of canal navigation and rail roads, then been contemplated.

That the interest and honor of the state is deeply involved in completing this work, will scarcely be denied by any one. That the faith of the commonwealth is, and has been repeatedly pledged to effect it, is abundantly evident, and is well known to all public men of the last ten years, and to all who have taken any interest in, or paid any attention to public measures, during that period. The citizens of this place are peculiarly indebted to their north-western brethren, for obtaining that very canal which now adds so much to their wealth and commercial prosperity, and I appeal to all those persons who were in the legislature, from Allegheny county, during the early part of the period referred to, if the representatives from that section of the country, one and all, did not go along with them, "arm to arm and shoulder to shoulder," in those measures necessary to effect it, and which would not have been procured without their aid.

But, independently of all these considerations, how is our interest affected in this measure? The distance from Erie, or 'Presque Isle' (as formerly called, although it would now be a misnomer, as what was formerly a Peninsula is now an island, and forming a harbor into and from which vessels can enter or depart in all stages of weather,) to Pittsburgh, by a canal navigation, either by Shenango or by the Allegheny and French creeks, is some 30 miles less than from Cleveland. The distance it is true, is greater from the upper parts of lake Erie, and the upper lakes to the harbor of Erie, than to Cleveland, by something more than 100 miles; but it is also true, that it costs no more to ship from Detroit, or any other place west of Cleveland, to the harbor of

Erie, than to Cleveland, (and this has been the universal custom since the first vessel sailed on the lakes;) added to this, the safety at all times, and convenience of entry to and departure from this harbor, and security from storms while there, will forever give it a preference to Cleveland or any other port, natural or artificial, on the lake. The effect of storms on vessels lying in the harbor of Buffalo, is well known; more than one of them have been recorded in your newspapers. The difference of one hundred miles of steamboat navigation on the lake, is a small matter; and if it did operate in favor of Cleveland, as respects the descending navigation from the west, it will operate in favor of the route by the harbor of Erie, in sending your manufactures to the lower part of lake Erie, and through the Welland canal, along the whole shores of Lake Ontario. The difference of thirty miles of canal navigation is not so small a matter—here there are locks to pass and tolls to pay, and the progress is slower than when aided by wind or steam, on the lake. Besides, I have little doubt when the navigation of the Allegheny shall be improved for steamboats, (and improved it will be at no distant day, and at a small expense,) the cost of transportation by this means will not be one half of that by canal boats. Next to floating rafts or arks, on a descending navigation, steamboats are perhaps the greatest labor saving machines ever invented by man.

That the canals now making between the Ohio canal and Pittsburgh, will be of great benefit to this place, as well by bringing the produce of the interior of that state to and through Pittsburgh, and also by extending the market for manufactures, as by facilitating her intercourse and trade with the lakes—there can be no doubt but there is as little doubt that her intercourse with lake Erie and lake Ontario, and her sale of manufactures, on those lakes, would be greatly increased by the completion of canal navigation to Erie harbor. I am well assured from the most respectable authority, that in such an event, not a steamboat would be built on either lake Erie or Ontario, but the engines for which would be made in Pittsburgh. It is not improbable, that the same may be said of the St. Lawrence, also.

The increase that would take place in the consumption of articles manufactured in Pittsburgh, has been estimated, by the most intelligent men at the annual sum of more than half a million of dollars, without taking into calculation the various engines that would be required for steamboats and steam mills in upper or lower Canada. I am this moment informed that the engine and steam apparatus for a steamboat of the largest class now costs, for transportation to the lakes, about 3,000 dollars, which would, if this improvement were made, be reduced to as many hundreds.

By a circular dated Erie, 23d July, 1835, from a committee appointed at a county meeting, held in that place, addressed to sundry citizens in Pittsburgh and in the western counties of the state, it is proposed to hold a convention of the western counties of Pennsylvania, to meet at Erie on the 10th of September next, 'to deliberate and decide upon measures, most likely to secure, at the next session of the Legislature, a liberal appropriation to this important but too long delayed improvement.'

Fellow citizens, what will be our response to this invitation? Will we fold our arms in indifference, and, under a mistaken notion of its importance, say, "you have helped us all we wanted, now look out for yourselves;"—will we aid in the policy of leaving the works already commenced, to perish by the not using, or if they remain, to pass as evidence of our folly, or what is still worse, 'of bargain and sale,' to future generations? our honor, our interest, and our duty, all combine to produce a different result.

To the citizens in general and manufacturers of Pittsburgh in particular, these views are respectfully submitted.

A. W. FOSTER.

[CIRCULAR.]

ERIE, July 23, 1835.

Dear Sir,—At a meeting of the citizens of the county of Erie, convened for the purpose of considering their situation in relation to the system of Internal Improvements, and the completion of the Pennsylvania canal to Lake Erie, the undersigned were appointed a committee to invite a convention of the western counties of Pennsylvania, to meet at this place on the 10th of September next, to deliberate and decide upon measures most likely to secure at the next session of the Legislature, a liberal appropriation to this important, but too long delayed improvement. In discharge of the duty assigned us, we respectfully solicit you to use your influence in procuring a meeting of the citizens of your county for the appointment of delegates to the proposed convention.

We trust that an object so important—so intimately connected with the prosperity of the west, and so necessary to complete and give efficiency to the whole system of internal improvement in Pennsylvania, by opening through her *own* territory, to her *own* unrivalled harbor, an avenue to the great and rapidly increasing trade of the extensive western lakes, will continue to claim a large share of the attention of the patriotic citizens of your county, and receive their active support.

We conceive that the long and unnecessary delay of the Legislature to redeem the plighted faith of the state, and do justice to the north west, requires that some measures should be promptly taken indicative of the feelings of the people on this subject; and such as will insure a different result next winter. To accomplish this object, the concentration and expression of public opinion, by means of a convention, is thought the best mode that can be adopted; and the time proposed seems peculiarly appropriate, and we confidently hope that the entire west will then meet us in convention. It is suggested that each county should send seven delegates if found convenient.

By attending to this matter you will confer a favour on the citizens of this county, which will be duly acknowledged, and to reciprocate which will at all times afford us pleasure. Let us hear from you on this subject as soon as convenient.

Your's respectfully,

JOHN H. WALKER,
P. S. V. HAMOT,
WILLIAM JOHNS,
GEORGE A. ELLIOT,
ELIJAH BABBITT,
ROBERT COCHRAN,
RUFUS S. REED.

From the Saturday Evening Visitor.

MORAL VIEW OF PITTSBURGH AND ITS ENVIRONS.

Seeing a short time since, 'A View of Pittsburgh and its Business,' in our city papers, and being gratified with our great progress in 'temporal things,' I was led to reflect upon our *moral condition*, and having lived in this city since 1801, I have taxed my memory with the state of moral culture and means of intellectual improvement *then*, contrasted with our *present situation* and advantages;—and in order to contribute my mite to the general fund, and gratify the public mind, I will now give a brief moral view of the *past* and *present*. In my early recollections of Pittsburgh, we had an Academy on Scotch Hill, just above the Western University. It had a writing master and a Greek and Latin teacher, and about 40 or 50 scholars. We had also two or three common day schools for boys and girls, with perhaps 250 youth attending them—making, in 1801-2, about four schools, and about 300 pupils, at most, attending them. We had then, perhaps, a population of 1200 to

1500 souls. We had then about four places of religious worship, attended by not more than 300 or 400 persons. The only brick church then in the bounds of the city, was a small one belonging to the Germans on the ground now occupied by the large new German church, at the corner of Sixth and Smithfield streets. The First Presbyterian Congregation (now Dr. Herron's) had a small *ancient log* meeting house, on the ground now occupied by their large church, Wood street. Such is the havoc and devastation made by time on the human family, that perhaps not ten persons now attend worship in this church that belonged to it in the youth of the writer. The Methodist Congregation then held their religious meetings in a small room in a part of *Old Fort Pitt*, at the point—formerly the old *British and French Fort*. The Episcopalian Congregation worshipped in the present court-house, soon after its erection. These were all, or the principal places of religious worship; and I regret to say, that in those days it was not very fashionable to attend church, or for the mass of our population to press to the House of God on the Sabbath. Sabbath Schools we then had none.

We then had one newspaper—'The Pittsburgh Gazette,' a weekly paper, edited by the late John Scull, Esq., and about the first paper printed west of the mountains. Soon after this, the 'Tree of Liberty,' a democratic weekly paper, was established. The late excellent and useful citizen, Mr. Zaddock Cramer, had the only book store in Pittsburgh, and perhaps the largest and best, west of the Alleghany Mountains.—He too, it was, that established the first book printing office and published many useful and excellent works. The 'Franklin Head Book Store,' with its noble and Philanthropic proprietor, will long be remembered by many of our older citizens, and by the youth of the western country, who, in early times, procured their best and most valuable books from this very useful establishment. These, if my memory serves me, were then the only intellectual or moral means we possessed. We had then no other churches or schools within Pittsburgh and the present neighboring towns and environs, in which it is now estimated we have a population of 40,000 souls, and my observations and reflections since the publication of that estimate, confirms me in believing the number underrated.

In these early days in Pittsburgh, I cannot recollect a single store or family, that did not keep spirituous liquor to sell or give to their guests. In my youth, it was very common for all our merchants to keep a *bottle* constantly upon the counter for their customers;—and generally it cost each merchant from two to a dozen barrels of liquor per year, to supply the *gratuitous* demand of their customers. Such is the force of habit—and such the tax and expense of a *bad one*.

I now, with some pride and pleasure, proceed to present, by way of contrast, a more interesting picture of our present condition and moral and intellectual facilities and advantages. We have now 51 churches or places of worship, viz:—12 Presbyterians; 7 Methodist Episcopal; 2 Reformed Methodist; 5 Baptist; 4 German; 3 Episcopalian; 2 Catholic; 2 Reformed Presbyterian, (Covenanter); 3 Associate Reformed; 3 African, and 11 other religious denominations or societies who have single churches or places of worship.

We have now 55 Sabbath and Infant Sabbath schools; one Theological Seminary of the Presbyterian church; one Theological Seminary of the Associate Reformed Synod of the West; one Western University; about twelve Select schools for young ladies and gentlemen. Just before the late School Law went into operation and deranged the old school system, we had about 75 day schools, in which our youth of all ages and both sexes were taught. On conversing a few days since with one of our most celebrated and talented teachers, he informed me that he was one of a committee of inquiry about two years ago—and then we had in the city and just around it, about 60 day schools. Our new school dis-

rectors are doing much to have good school houses built, experienced teachers employed, and good schools established under the late excellent school law. Our immediate neighbor Alleghanytown, perhaps goes ahead of us or any of our adjacent towns, in a perfect organization and attention to general education. An intelligent gentleman, who acts as Secretary for their schools furnished me the following report:—

"We have 8 congregations of professing Christians; 6 churches built, and two about building; 14 Sabbath schools; 7 public schools, one of which is a high school; 2 select schools for young ladies; one select school for small children; one tract society, composed of Presbyterian, Methodist, Associate Reformed, Covenanters, &c.—monthly distribution sustained; a Bible society, supplies domestic wants, and remitted this year \$200 to the American Bible Society, for *Foreign Distribution*."

We have now in Pittsburgh four Bible Societies, viz: 'The Pittsburgh,' 'Young Men's Western,' 'Ladies,' and 'Young Ladies;' three Tract Societies; one Young Men's Society, who recently published the 'Friend.' We have 8 book stores, in which are to be found a large and general assortment of good books in all departments of literature, science and arts—and in the English, Latin, Greek, Hebrew, German, French and Welsh languages. We have three private circulating libraries: thirteen political, mercantile, family and religious papers, viz: 2 daily and weekly, the Pittsburgh Gazette, and Pennsylvania Advocate; 7 weekly papers; devoted to political, mercantile, manufacturing and general information of "the passing tidings of the times," viz: Mercury, Statesman, Democrat, Times, Manufacturer, Saturday Evening Visiter, and German paper—the latter published in Alleghenytown; 4 religious papers, viz: the Christian Herald, Conference Journal, Missionary Chronicle, and the Presbyterian Preacher—the 2 latter monthly publications, in pamphlet form.

Our German population is now about 3000 souls.—They have four churches, and several day and Sabbath schools. Our Welsh population is about 400, who are employed principally about our Iron manufactories, Coal pits, &c.; and have one church in Kensington.

Our African or colored population is about 1200 or 1500. They have three churches, two Sabbath and two day schools, viz: Two churches and one day and Sabbath school in this city, and one church and day and Sabbath school in Arthursville or Hayti. They have one Literary Society, take a number of newspapers, and pay considerable attention to train up their children in a proper manner—and it is but an act of justice to a majority of this people to state, that they are making good progress in knowledge and sound morals, and that they are doing much to educate their children well.

In the mean time I will close these prolonged remarks with two most pleasing facts. In the first place, although our mercantile operations have now increased much more than a hundred fold over the early times in Pittsburg, yet such has been the pleasing *reform* with us, that I do not *now know* a respectable merchant who keeps a bottle on his counter, or is in the habit of treating his customers; and amongst a large circle of our respectable citizens, very few now keep ardent spirits in their houses to treat their guests—indeed, in this respect, the revolution has become *very general*, and will soon be, I hope, *universal*.

In 1801—2, a large pond, called Hog's pond, containing a considerable quantity of water, ran from above the head of Sixth street, along the margin of Grant's Hill, down Wood street to the Monongahela river. This pond was deep and dangerous in the night, and several persons were drowned in it. In the winter it was usually covered with ice, and many of our youth made it their usual promenade, to play and skate, often till midnight—and I am sorry to say, the Sabbath usually found it covered with our youthful population, profaning the sweet day of rest. Now how pleasing the

change. We have now on the site of the *old pond* or round and near its margin, *ten churches*, dedicated to the service of the Living God—and now if any one wishes to see as it were, the mass of our population pressing to the house of *God*, let him upon the morning of the Sabbath, between ten and half past ten o'clock, visit the corner of Fifth, Sixth or Seventh and Smith-field streets, and he will behold living, moving masses of our inhabitants passing on to our numerous churches, and attended by our lovely youth, just emerging from their Sabbath schools, who are with their parents and friends silently passing to the church—and with them he may visit any of our numerous churches, to worship the Most High, and in devout prayer and thankfulness unite with our grateful population to praise Him for such great and pleasing changes.

A LAYMAN AND PITTSBURGHER.

ANNUAL

Commencement of the University of Pennsylvania.

The commencement of our University was held on Thursday, 30th July, as announced. The following was the Order of Exercises in the Music Fund Hall. Prayer by Bishop White, Chairman of the Board of Trustees.

Music.

Greek Salutary Oration, By Alexander M'Kinley.

Music.

The Latin Oration, By James I Bidermann.

Mexico, By C. Campbell Cooper.

Music.

The Bible:—the source of } By John M'Clintock, Jr.
political wisdom, }
Genius, By Charles Kirkham.

Music.

The degree of Bachelor of Arts was then conferred on the following named members of the Senior Class of the Collegiate Department.

James I. Bidermann,	William H. Odenheimer,
Alexander M'Kinley,	John M'Clintock, Jr.
	Charles Kirkham.

Joseph Alexander,	Edward Ingersoll,
George Ashbridge,	David J. Patterson,
Robert Y. Black,	Richard R. Smith,
Charles Breck,	Charles T. Stewart,
C. Campbell Cooper,	George L. Taylor,
Robert Earp, Jr.,	Joseph Tiers,
Joseph N Emlen,	William C. Twells.
Robert Fleming,	

The degree of Master of Arts was conferred on the following graduates of three years standing.

Joseph Bcale, jr. A. B.	Alex. M. M'Ilvaine, A. B.
Wm. P. Bedlock, A. B.	Samuel M'Kinney, A. B.
Thos. A. Biddle, A. B.	Gratz Moses, A. B.
Wm. N. Bispham, A. B.	Alfred A. Miller, A. B.
St. Geo. T. Campbell, A. B.	Chas. W. Schaffar, A. B.
Geo. C. Carson, A. B.	John B. Shober, A. B.
George Emlen, jr. A. B.	Alfred Stillé, A. B.
John C. Eyre, A. B.	Andrew B. Stones, A. B.
Daniel C. Harvey, A. B.	John R. White, A. B.
Oliver Hopkinson, A. B.	Edwin W. Wiltbank, A. B.
Henry Longstreth, A. B.	John R. Wilmer, A. B.
William M'Ilvaine, A. B.	Andrew G. Wylie, A. B.

The degree of M. D. was then conferred on

Richard Clark, Va.	James B. Turner, Ala.
Wm. S. Roland, Pa.	Frederick Mark, Va.
Percy Walker, Ala.	Richard Stubbs, W. I.
J. H. White, N. J.	Janson W. Holmes, Miss.
Bryan W. Sloan, N. C.	Thomas Brown, Pa.
M. S. Wickersham, Pa.	John B. Davies, Va.
John N. Hetzel, Pa.	Thomas J. Turpin, Md.

Music.

Valedictory Oration, by William H. Odenheimer.

Music.

Address to the Graduates, by the Provost.
Benediction.—Finale.

HAZARD'S REGISTER OF PENNSYLVANIA.

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PHILADELPHIA, AUGUST 29, 1835.

No. 399.

RIGHTS OF FISHERY IN THE RIVER DELAWARE.

The Opinion of the Circuit Court of New Jersey, on the Rights of Fishery in the River Delaware; delivered in 1831—By JUSTICE BALDWIN,

In the case of *Abraham Bennett vs. Samuel Boggs*.

This is an action of debt brought by the plaintiff to recover sundry penalties alleged to have been incurred by the violation of the provisions of two laws of New Jersey, one passed 26th Nov. 1803, the other 28th Nov. 1822, prohibiting the use of gilling nets in the river Delaware.

The fifth section* of the first law imposes a penalty of 100 dollars on any person who shall make use of any gilling seine or drift net for taking fish in the river Delaware within certain limits, which include the place at which the offence is said to have been committed.

The fourth section† of the last act enacts, That every owner or possessor of a fishery on the Delaware, within the jurisdiction of New Jersey, shall, before he occupies the same, give to the Clerk of the Court of Common Pleas of the county wherein the fishery, or the greatest part thereof, may be, a description in writing of their pool or fishing place, designating the beginning and ending point, the extent on the river shore, the township and county where situated, the number of men generally employed in fishing the same—and shall give bond with surety to said clerk to amount of 500 dollars, conditioned for the payment of all fines and penalties created by this law and incurred by any infraction thereof, which description and bond shall be filed in the clerk's office. If any person shall fish in any fishery so entered, or draw a net within the same, or in the river opposite the shore included within the boundary thereof, without the permission of the owner or possessor, he shall forfeit 250 dollars. By the fifth section the same penalty is imposed on any person who shall make use of a seine or net in the Delaware, within the jurisdiction of the state, or of the concurrent jurisdiction of the state and Pennsylvania, between the 1st of April and 10th of July, without having so entered their fishery, or at any place on the Delaware within the state, other than opposite the shore boundaries of a fishing place or pool so described and entered.

Section sixth‡ authorizes the owner or possessor of any fishery on the Delaware within the jurisdiction of the state, below Trenton, who has entered the same as a fishery, and given bond to fish in front of and opposite the bounds thereof, with a gilling seine or drift net of mesh not larger than six and a half inches, and the net not more than six fathoms in length—the boat used, to have the name and place of abode of the owner painted legibly on the gunwale thereof.

The seventh section imposes a penalty of 250 dollars on any person who shall use a gilling seine or drift net in the Delaware within the sole or concurrent jurisdiction

of the state, without first entering his seine or net and giving bond, or beyond the angles of the shore boundaries of a fishery so entered, or with a mesh larger or a net longer than mentioned in the sixth section, between the 1st of March and 10th of July.

The thirteenth section in addition to the penalties, creates a forfeiture of the boat, seine, net and tackling, used in violation of the law.

Both these laws were ratified, adopted and confirmed, by Pennsylvania,* and declared to have the same force and effect on the citizens of that state as New Jersey.

These acts were deemed necessary on the part of Pennsylvania, as by the compact between the states, dated 26th of April, 1788, it was agreed that the river Delaware should be a common highway for each state, and that each should enjoy a concurrent jurisdiction on the water, each retaining jurisdiction† on the dry land between the shores, and that all offences or trespasses committed on the river should be cognizable in the state where the person charged should be first arrested or prosecuted.

The declaration sets forth, that on the 23d of March, 1829, at the township of Newton, county of Gloucester, and state of New Jersey, the defendant did make use of a gilling seine, or drift net, in the river Delaware, without having first entered his gilling seine, or drift net fishery, or given bond, or making a description of his pool or fishing place, or designating the number of men employed therein, according to law.

For the same act on the 24th of March, and so on different days, alleging eight distinct infractions of the laws on different days.

The case comes before the court on a case stated, which is as follows:—

“ This action is brought for the recovery of four penalties, under the seventh section of the Supplement to an Act of the legislature of New Jersey regulating Fisheries in the river Delaware, passed November 28th, 1822, and assented to and adopted by the legislature of Pennsylvania, January 29th, 1823, prohibiting the use of gilling seines in said river, except in certain cases mentioned in a previous section of the act, under a penalty of two hundred and fifty dollars for each and every such offence.

“ The plaintiff resides at, and rents and fishes a shore fishery, in the township of Waterford, in the county of Gloucester. His haul is from the upper line of the lands of Benjamin Cooper, down to the mouth of Cooper's creek. Petty's Island lies between this fishery and the Pennsylvania shore. On part of this island, on the Jersey side, is another fishery; so that the two seines sweep partly over the same pool when out, though hauled in on different sides of the river. These gilling seines are made of fine twine, so as to be imperceptible to the fish whilst the water is turbid from the spring freshets, when they are most successfully used. They are usually about 50 or 60 fathoms in length; are extended across the channel, and drift with the tide.—In passing up the river, all the fish which come in contact with them, and are too large to pass through the

* 5 Smith's Penn. Laws, 8.

† Pamphlet Laws of Penn. 1823, 19, &c. Laws of New Jersey, 1823, 30.

‡ Pamphlet Laws of Penn. 21.

* 5 Smith, 6. Laws of 1823, 61, 17.

† 2 Dallas's Laws, 143-4-5.

mesh of the net, are entangled by their gills; and seldom able to extricate themselves, are thus taken, from whence these seines derive their name. The defendant's net was of the size authorized by the act to be used in certain cases. The defendant is a citizen of Pennsylvania, and resident in the county of Philadelphia. He owned a gilling seine, and was in the habit of drifting between the island and New Jersey shore both in and below the pools of the above named fisheries. On the 23d, 24th, 25th, and 26th days of March last, the defendant and one William Eager, were drifting in the channel of the river with their net opposite to the fishery of the plaintiff, when their net and boat were seized on the last named day at the instance of the plaintiff, and the summons in this cause served on the defendant. This seine when taken was not within the sweep of the plaintiff's net, nor so as to obstruct him in his haul. The boat and seine were adjudged to be forfeited by two justices, and ordered to be sold.—The defendant appeared on the return day, and caused his appearance to be regularly entered. The defendant has given a bond to the Prothonotary of the Court of Common Pleas of Philadelphia county, accompanied by the following description, viz: (Description) "From Samuel Bower's wharf and lands at Kensington, to Fisher's point, the size of the net is about fifty fathoms, and of a mesh of about six inches," "Samuel Bogg." (pro ut the bond and description.)—It is admitted, that there is a mistake or clerical error in this description, and that it should have been *Fish's* point, instead of *Fisher's*, there being no such place as the latter. Bower's lands and wharf are in Kensington, in the city and county of Philadelphia, in the state of Pennsylvania, and Fish's point in the township of Waterford aforesaid, in this state, about five miles above Kensington. On each side of the river, there are numerous owners of the shore, within the bounds of this description, from whom the defendant had no lease or permission to enter a fishery in front of their lands.—The defendant when taken was drifting within the bounds named in his description, that is to say, below Fish's point, and above Bower's wharf, nor had he at any time fished above low water mark with his seine, or entered upon the shore of the plaintiff, but had always drifted in that part of the river which is covered with water at all times of the tide. (These fisheries on the river Delaware have been used and occupied by the respective owners of the adjacent shores, as private property, before and ever since the Revolution.) The defendant therefore insists, that he has a right to fish with his seine in any part of the river Delaware, by virtue of the aforesaid bond and description, within the bounds therein mentioned. But he furthermore insists, that the act under which the plaintiff seeks to recover is unconstitutional and void, being in restriction of a right common to all the citizens of the United States, and that no recovery can be had by virtue thereof. The plaintiff, that the bond and description given by the defendant, is not in compliance with the act, and that he had no right to drift with his net in the river Delaware, and moreover that the said act is constitutional, and the provisions therein contained wise and salutary, and greatly beneficial to the community, in preserving a valuable species of fish, which the gilling seines have a tendency to destroy and frighten from our waters.—Upon this statement of facts it is agreed to submit this case to the court. If they shall be of the opinion that the defendant was authorized under the act to fish by virtue of his license, or that the act is unconstitutional, then that judgment shall be entered for the defendant, with costs; otherwise, that judgment shall be entered in favor of the plaintiff, with costs of suit. And it is further agreed, that the copies of the several acts of the states of Pennsylvania and New Jersey, relative to fisheries in said river, printed in the pamphlet laws of said states, shall be read in this court,

and that either party shall be permitted to turn this state of the case into a special verdict."

Dated September 9th, 1829.

Two questions are submitted to the court.

1. Whether under the laws of New Jersey the defendant has a right to fish with a gilling seine in any part of the river within the boundaries specified in his description.

2. Whether the laws are constitutional.

By the proviso in the third clause of the compact between the two states,* the legislature of each may exercise the right of regulating and guarding the fisheries on the river Delaware, annexed to their respective shores, in such manner that the said fisheries may not be unnecessarily interrupted during the season for catching shad, by vessels riding at anchor on the fishing ground, or by persons fishing under claim of a common right on said river.

This is a direct recognition of the rights to fisheries annexed to the respective shores of the river.

The third section of the law of 1808,† defines a pool or fishing place within the meaning of the act to be, from the place where seines are usually thrown in, to the place where they have been usually taken out, or where they may hereafter be so thrown in or taken out.

This definition applies to the words pool fishery, or fishing place, used in the law of 1822,‡ (which leaves the third and fifth sections of the act of 1808 in force,) and enables us to ascertain the true object and meaning of the law in requiring every owner or possessor of a fishery on the Delaware, to describe his pool or fishing place according to the provisions of the fourth section.

Connecting the proviso in the compact with the third section of the law of 1808, and the fourth section of that of 1822, we can have no doubt of the meaning of the legislature in every part of the law. The compact authorizes the guarding of fisheries on the river annexed to the respective shores, against interruptions by persons fishing under claim of common right on the river, thus making a plain distinction between a fishery annexed to the shore, and a fishery by common right on the river. The words, fishery pool, or fishing place, as defined in the act of 1808, can apply only to a place on the shore to which a fishery is annexed, and there can be no pool or fishery in reference to fishing by claim of common right on the river. A person thus fishing, can be in no sense the owner or possessor of a fishery; there can be no pool or fishing place which is his by any other right than what is common to all the inhabitants of the state; it cannot be that fishery intended by the compact, and be guarded against the claim of common right, without placing both the compact and laws in direct contradiction with themselves. To a fishery by claim of common right, there can be no locality of township or county—no beginning or ending point—the extent on the shore cannot be defined—the bond to be given is a security for infraction of the law "at such fishery," by command or permission of the owner or occupant of such fishery, by himself or tenant—and could never have been intended to be given by one fishing by common right. The recovery on the bond is contemplated to be against the owner, possessor, tenant or agent, and a penalty is imposed on any persons who shall fish in the fishery so entered, opposite the river shore included in the description, without the permission in writing of the person owning, possessing and entering the same, words which in their nature exclude claimants by common right, who cannot enter or describe what they cannot own or occupy in their own right. The words of the law, the meaning of the legislature, are too plain to admit of a doubt,

* 2 Dallas, 143.

† 5 Smith, 7.

‡ Law of 1823, section 16.

they can have no other application than to the owners of land on the shores of the river to which fisheries were annexed; they were bound to describe and enter their fisheries, and give their bond, according to law; by doing so they were secured in the exclusive right of fishery in their own pools opposite their own lands, and acquired the right of using in front of their boundaries gilling seines or drift nets, which were prohibited by the fifth section of the act of 1808. To give any person any right under the law of 1822, or to avoid the penalties for using gilling seines, he must have, as owner or possessor, a fishery to enter. It would be nugatory to enter and describe what he neither owned, occupied, or claimed in his own or any derivative right. The case before the court affords as strong an illustration as could be made. The defendant lives in Philadelphia, he owns or claims no part of either shore of the river, which is owned by other persons, from whom he has no permission, yet he enters as his fishery a space of five miles, from Kensington to Fish's point, comprehending both shores. A single observation suffices to show that this is not such a fishery as is contemplated by the law. If the defendant has a right of fishing within these boundaries, under these laws, he takes away the right of fishing opposite to ten miles of land on the shore from the owners, and enables him to sue them for penalties, if they fish within his boundaries. Such a pretension is too extravagant to be supported, and yet if it stops short of it, the provisions of the law cannot be complied with. The entry must give him exclusive rights within his boundaries or it gives him none; and if he may so appropriate five miles on each shore, there can be no limits assigned to this fishery when he is no shore owner.

It is clear then that the defendant is in no better situation by having made his entry than before. He had no antecedent right, and could acquire none by the mere forms he has pursued; they were evidently for the purpose of evading the laws of New Jersey, which applied only to riparian owners within the boundaries of their own fisheries, annexed to their land, and duly entered. Entertaining no doubt of the meaning and express provisions of the law, we have thought it better to express ourselves in general terms, than to found our opinion on any departure of the defendant's entry from the requisitions and forms of the law: being decidedly of opinion, that he could not make an entry and description in any form or manner which could avail him, we have not entered into any examination of its particulars in description or otherwise.

The case stated admitting that the defendant has made use of a gilling seine in the manner stated, he has directly violated the provisions of the 5th section of the act of 1808, and the 7th section of that of 1822, and is liable to the penalties imposed. He could not make the entry required by the 4th section, and therefore was not authorized under the 6th to use a gilling seine or drift net.

This case then, in our opinion, is clearly within the law, and if the law is valid, our judgment must be for the plaintiff.

Sitting in the Circuit Court, we are bound to decide on the laws of a state precisely as we would if sitting in a state court, 2 Peters, 656. They are the rules of our decision, unless they are repugnant to the constitution, laws, or treaties, of the United States, which are the supreme law of the land, as well in the state as federal courts. Whether these laws are so repugnant, is the next object of our inquiry.

Questions of a similar nature have heretofore occurred in this state. The subject was very fully discussed in this court in the case of *Corfield v. Coryell*,* which depended on the validity of the laws regulating oyster fisheries, and was most thoroughly considered. It was contended in that case, that the law was repugnant to

the following clauses of the Constitution of the United States. The eighth section of the first article, granting Congress power to regulate commerce. To the second section of the fourth article, as to the privileges and immunities of citizens of one state in every other state, and the second section of the third article, extending the judicial power of the United States to all cases of admiralty and maritime jurisdiction. But the court decided, on great deliberation, that none of these provisions affected the validity of that law. The laws relating to the fisheries are open to the same objections, but they have not been distinctly presented to the court in the argument of this case. We have however thought proper to notice them in order to express our entire assent both to the opinion and the reasoning of Judge Washington. The defendant's counsel have taken another objection to the validity of this law, which though not directly contended to be founded on that provision of the Constitution of the United States which declares, that no state shall pass any law impairing the obligation of contracts, yet must come within it if the ground assumed is correct. They contend that by the principles of the common law, there can be neither by grant or prescription a private right of fishery in an arm of the sea, a navigable river or one in which the tide ebbs and flows. That the right of fishing in such waters is common to all the inhabitants of the state, and is expressly secured to them by a compact with the proprietaries of New Jersey in 1676, and that the legislature cannot prevent the exercise of that common right.*

The Charter of Charles II. to the Duke of York, bounded his grant by the Delaware river and bay,† and comprehended no part of either the grant from him to Lords Carteret and Barclay, run by the same boundaries, so that the claim of New Jersey to any part of the bay or river below low water mark, cannot be maintained by virtue of these grants. The Charter to William Penn, was bounded on the east by the Delaware, and included no part of the river, the right to the entire bed of which remained in the crown till the Revolution, though claimed by the proprietors of New Jersey from a very early period.‡ The rights of the crown being extinguished by the treaty of peace, those claimed by New Jersey to the river and bay were thereby confirmed, unless a better title should be found to exist in other states. But these rights accrued to the state in its sovereign capacity, and not to the proprietaries, they claiming only by grant, must be confined to its boundaries, an acquisition after its date could not pass under the charter to the proprietors, it was territory newly acquired under the operation of the treaty, by New Jersey and Pennsylvania, and by them made the subject of the compact between the two states. It follows then, that the proprietors in 1676, had no right of either property or fishery in the Delaware, to the common use of which they could grant a right to all the inhabitants of New Jersey, the crown alone could grant a common right of fishery beyond the bounds of the state. The king was no party to a compact made in derogation of his rights, which devolved on the state unimpaired by the unauthorized acts of the proprietors. The mere fact of their claiming beyond the limits of the charter, could give them no title. Their compact in 1676, could create no right in the inhabitants which restrained or limited the exercise of the powers of sovereignty over the river which the state derived from the paramount title of the crown. A compact between the proprietors and people of a state, is a contract, the obligation of which cannot be impaired by a state law, but the one in question was without any obligatory force in giving the right of fishing in the Delaware. Its exercise under a claim from the pro-

* Leaming & Spicer, 390.

† 4 Wash. C. C. 384.

‡ 4 Wash. C. C. 885-6.

* 4 Washington's Ct. Ct. 371. 7.

prietors was an encroachment on the rights of the crown and the state. The compact was inoperative to confer any right such as is now claimed, although the present laws had never been passed. A repeal of the law would only save the penalty, and the defendant would be still without any right. This clause of the constitution then cannot avail him.

The constitution of this state adopted the 2d of July, 1776, declares that the government of this province shall be vested in a governor, council, and a general assembly. There is no clause restricting the powers of the government as to the subjects of legislation, no part of it has been relied upon by the counsel of defendant as being inconsistent with their laws in relation to the fisheries in the Delaware, but they rest their alleged unconstitutionality on general principles.

Congress have declared in the 34th section of the Judiciary Act,* that the laws of the several states, except where the constitution, treaties or statutes of the United States shall otherwise require or provide, shall be regarded as rules of decision in trials of common law in the courts of the United States, in cases where they apply.

In determining what is the law of New Jersey, we must look first to its constitution, which is a supreme law, binding on the legislature itself, and if it contained any restraint on the legislative power over fisheries, its obligation would be paramount, but as it contains none, the law which must govern our decision, exists only in the acts of the government, organized by the people, under their constitution. We find its powers plenary, unrestrained, and brought into action by the acts under our consideration, which embrace the case submitted to us.

We may think the powers conferred by the constitution of this state, too great, or dangerous to the rights of the people, and that limitations are necessary, but we cannot affix them, or act on cases arising under state laws, as if boundaries had been affixed by the constitution previously. We cannot declare a legislative act void, because it conflicts with our opinions of policy, expediency, or justice. We are not the guardians of the rights of the people of a state, unless they are secured by some constitutional provision which comes within our judicial cognizance. The remedy for unwise or oppressive legislation within constitutional bounds, is by an appeal to the justice and patriotism of the representatives of the people. If this fails, the people in their sovereign capacity can correct the evil, but courts cannot assume their rights.

The Supreme Court have decided,† that though a state law is an unwise and unjust exercise of legislative power—retrospective in its operation—passed in the exercise of a judicial function creating a contract between the parties to a pending suit where none existed previous to the law—declaring a contract in existence prior to the law, founded on an immoral or illegal consideration, to be valid and binding on the parties—or divesting rights which were previously vested in one of the parties—are neither *ex post facto*, laws impairing the obligation of contracts, or repugnant to the Constitution of the United States.

All the decisions of the Federal Courts which have declared state laws void, have been founded on their collision with the constitution, laws, or treaties, of the United States, or on the provisions of state constitutions, but not on the general principles asserted by the defendant's counsel. Were this court now to adopt them, we should disregard the high authority referred to, and submit state laws to a test as fallible and uncertain as all rules must be which have not their source in some certain and definite standard, which varies neither with times, circumstances or opinions. An *ex post facto*

to law, is one which inflicts a punishment for doing an act innocent at the time of its commission. It is easy to ascertain whether a state law is within this provision. There can be no controversy about the definition of a contract, and if a state law does impair its obligation, it is clearly void. Though it is a very delicate, and has been found a very difficult matter to define the obligation of a contract, or the acts which do impair it, yet there is a fixed and certain standard to which they must be applied, and a definite rule by which to regulate their application. But there is no paramount and supreme law which defines the law of nature, or settles those great principles of legislation which are said to control state legislations in the exercise of the powers conferred on them by the people in the constitution.—If it is once admitted that there exists in this court a power to declare a state law void, which conflicts with no constitutional provision—if we assume the right to annul them for their supposed injustice, or oppressive operation, we become the makers and not the expounders of constitutions—our opinion will not be a judgment on what was the pre-existing law of the case, but on what it is after we shall have so amended and modified it as to meet our ideas of justice, policy and wise legislation, by a direct usurpation of legislative powers, and a flagrant violation of the duty enjoined on us by the Judiciary Act. It is therefore not material to the decision of this case, to examine further into the existence of a right of fishery in the Delaware common to all the citizens of this state prior to the passage of the acts in question, since in our opinion the admission of such a right would not avail the defendant, it not being protected by any law paramount to those which have regulated or taken it away. A common law right to a common fishery in the Delaware, is to be enjoyed in subordination to the laws which regulate its use. It is a legitimate subject of legislation, and we cannot pronounce the law void, because in the exercise of an unbounded constitutional power, the government of New Jersey have restrained it within limits narrower than those allowed by common law, or common right.—Neither do we think it necessary to examine into the extent of the rights of riparian owners in front of their lands. They undoubtedly had rights of fishery to a certain extent under the colonial government, which were recognized by New Jersey and Pennsylvania, by the compact of 1783. It is admitted, that from a very early period of the history of the state, shore fisheries have been considered as private property, capable of being devised and alienated with, or separate from the land to which they were annexed, subject to taxation, and taxed as other real estate. It is not pretended that there ever existed a common right of fishery in the citizens of the state, on or over the lands thus owned to low water mark, beyond it the states since the treaty are owners of the river in full sovereignty, to which no one could acquire any right but by some law, or grant, subsequent to its acquisition. The existence of such law or contract is not pretended, and it cannot be maintained as a legal proposition, that a mere permissive right of fishery is so solemn as to be incapable of restraint or regulation by the sovereign authority of a state. We can perceive nothing in those laws but the exercise of their legitimate power of sovereignty over its unquestionable domain. The legislature, for reasons of policy of which they are the sole judges, authorized the owners of those fisheries who have complied with the conditions prescribed in the law, to use gilling seines or drift nets in the Delaware, opposite to their respective fisheries, and to prohibit the use of such seines or nets to all others, under such penalties as were thought sufficient to enforce its provisions. In thus enlarging the private, and restraining the common right of fishery, they have infringed no constitutional injunction; their acts are the law of the state; they apply to the case under our consideration, and we are bound to adopt them as the rule of our decision.

* 1 Story, 67.

† *Satterlee v. Matthewson*, 2 Peters, 412-13-14.

It is said, that the case of *Arnold v. Mundy*,* decided in the Supreme Court of this state, is in opposition to our opinion. We have carefully examined it, and find that the plaintiff claimed under no law of the state, but by virtue of an East Jersey proprietary warrant, surveyed in 1818, on ground covered by water in front of his land. The only question before the court was, whether by virtue of such warrant and survey he had an exclusive right to catch oysters in the water over the ground so surveyed. It was decided that he had not such right, and could not maintain trespass against the defendant, who claimed under common right.

At the time of this decision, there was no law giving this exclusive right to the plaintiff, or imposing any restrictions on the defendant; the case depended on the common law of the state, and settled nothing more.—The validity of no state law was in question before the court, that of 1822 had not been passed, there was therefore no connection between that case and this in any one principle. If the court in pronouncing their judgment, or any judge in delivering his opinion, had declared by anticipation, that a law like the present would be void,† the declaration would in its nature be extrajudicial, and we could not consider it as a judicial exposition of an existing law. The court or the judge who gave it, would not be bound by such opinion when the validity of the law came before them judicially; still less could a court of the United States regard it as of any other authority than the opinion of learned and highly respectable judges, on a case not before them. It is a rule of the Supreme Court, from which it would depart only under very peculiar circumstances, to adopt the decisions of state courts on the construction and validity of local statutes, and the exposition of local common law, but they could not extend this rule to declarations of courts or judges which were not authority even in the courts in which they were made. This court is authoritatively bound by the decision of the Supreme Court, but it is only by such as are judicially made. The opinion which would be given on a matter, which neither was, nor could be, before them, would be entitled to all possible respect, but would be no authority to control our own. It cannot be expected of us to yield a greater deference to what fell from any of the respected judges in the case of *Arnold and Mundy*, than to similar expressions from one or more of the judges of the Supreme Court of the United States.

Judgment must be rendered for the plaintiff.

From the Philadelphia Gazette and Intelligencer.

PROCEEDINGS OF COUNCILS.

August 13, 1835.

SELECT COUNCIL.

The President submitted a communication from the Board of Guardians of the Poor, notifying Councils of the resignation of John U. Fraley, Esq. as a member of that Board.

Mr. Price presented a petition praying for a law to prevent the hawking of meat about the streets. Referred to market committee.

Mr. Wetherill a petition for repaving Tenth street, from High to Mulberry. Referred to paving committee. [A number of other petitions, of a character similar to those noticed under the head of Common Council, were presented and referred.]

Mr. Lippincott offered the following resolution:

Resolved, That a special committee of three members from each Council be appointed to procure a suitable fire proof office for depositing the Records of the City Regulators and Surveyors, and for the purpose of transacting the business incidental thereto.

The resolution was adopted. Committee Messrs. Lippincott, Wetherill, Weigand. Common Council non-concurred.

COMMON COUNCIL.

The President submitted two communications from the Board of Health, in relation to nuisances. Referred to the committee on cleansing the city.

The President presented a communication from Horace Binney, Esq. accepting the invitation of Councils, to deliver an eulogium on the character of the late Chief Justice Marshall.

On motion of Mr. Chandler, the communication was referred to a joint special committee, of three members of each Council, empowered to make all necessary arrangements. The President appointed Messrs. Chandler, Williams and Lamb. Select Council concurred, and appointed Messrs. McCreedy, Lippincott and Wetherill.

Mr. Rowland presented a petition for repaving the south side of High street, between Delaware Fourth and Fifth streets.

Mr. Dunlap a remonstrance against the same.

Mr. Wright a petition for paving Lybrand street.

Mr. Wright, a petition for a culvert in Race street, from Second street to the river Delaware.

Mr. Hutchinson a petition for paving Jones street, between Schuylkill 5th and 6th. All of which were referred to the paving committee.

Mr. Yarnall presented a petition from citizens of New Jersey, interested in the laws relating to the sale of provision in the Philadelphia markets, praying for certain alterations in the market ordinances, so as to afford them greater encouragement.

Mr. Yarnall presented two petitions from citizens of Philadelphia, complaining of the exclusion from our markets, of certain venders of fresh beef, pork, lard, &c. from New Jersey, and praying that the market ordinances in relation thereto may be altered.

Messrs. Wright and Warner presented petitions of a similar import. Referred to the committee on markets.

Dr. Huston presented a petition from the lessees of Chesnut street wharf, praying for certain improvements on the premises, and asking for the appointment of a committee of Councils to examine the wharf. Referred to a joint special committee of three members from each Council. The President appointed Messrs. Huston, Wright and Earp. Select Council concurred, and appointed Messrs. McCreedy, Wiegand and Price.

Mr. Gilder presented a petition for the erection of a market house in High west of Broad street. Referred to the committee on markets.

Mr. Yarnall presented a petition from Enoch Eldridge, one of the city watchmen, praying for compensation for time lost while suspended from duty. Referred to committee on lighting and watching.

Mr. Gilder from the paving committee, made the following report, the resolutions and ordinances attached to which were taken up for consideration and passed. Select Council concurred.

The Paving committee respectfully report:

That they have attended to the petitions for paving and repaving submitted to them, and concluded to recommend the passage of the following resolution.

Resolved, That the City Commissioners, under the direction of the paving committee be requested to proceed to

Pave Quarry street, from Bread street to Second street.

Repave Mulberry street, from Front street to Second street.

Repave Front street, from Mulberry street to High street.

Repave Mulberry street, from Sixth street to Eighth street.

* Halsted, 1 &c.

† Ib. 78.

Repave Tenth street, from High street to Mulberry street,

And that they be directed to notify the owners of property on Smith's alley, running west of Eighth below Vine street, to have the same paved within sixty days of such notice.

That they also be directed to have stopped up the openings across Schuylkill Front street between High and Filbert streets, Schuylkill Second street between High and Filbert streets, Filbert street between Schuylkill Second and Third streets, and Schuylkill Third street between Filbert and Mulberry streets.

The committee would further recommend the passage of the following ordinances, viz:

An ordinance for constructing a sewer in Sassafras street from the west side of Second street to the river Delaware.

An ordinance to alter and establish the regulation at the intersection of Eleventh and Sassafras street.

An ordinance for the construction of a sewer in High street, from Ashton street to the river Schuylkill.

All of which is respectfully submitted.

JOHN GILDER,
RICHARD PRICE,
JAMES ROWLAND,
JAMES HUTCHINSON,
JOHN WIEGAND,
DENNIS MCCREEDY.

Dr. Huston from the committee on lighting and watching, made the following report, the resolutions attached to which were adopted. The ordinance was laid on the table.

The committee on lighting and watching, to whom the petition of the city watchmen was referred, asking for an increase of compensation, having duly considered the subject, recommend that an ordinance be passed, fixing their monthly wages at thirty dollars.

The same committee likewise report, in the case of Robert McCarroll, a watchman, who asks relief in consequence of the great expense and loss of time which he incurred, by a severe fit of illness, caused by exposure while on duty during the extreme cold weather of last winter, that in their opinion, the petitioner should be allowed forty dollars.

August 13, 1835.

R. M. HUSTON,
B. H. YARNALL,
JAMES ROWLAND,
JOSHUA LIPPINCOTT,
JOHN P. WETHERILL.

Resolved, That the Mayor be, and he is hereby authorized to draw a warrant on the City Treasurer in favour of Robert McCarroll for the sum of forty dollars, and charge the same to appropriation No. 5.

A supplement to an ordinance entitled "an Ordinance for organizing the city watch, passed on the 5th day of January, 1835."

Be it ordained, &c. That from and after the day of the compensation of each watchman shall be thirty dollars per month; and that so much of the 8th section of the ordinance to which this is a supplement, as is hereby altered and supplied, be and the same is hereby repealed.

On motion of Mr. Gilder, it was

Resolved, That the City Commissioners be directed to cause Chesnut street, between Broad and Schuylkill 7th street to be repaved. Select Council concurred.

Mr. Wright, from the committee of accounts, made a report on the accounts of the City Treasurer, and the Treasurer of Girard Trusts, and the committee was discharged from the further consideration of the subject.

Councils met in joint meeting and elected John Price Wetherill, Esq. a member of the Board of Guardians of the Poor, in place of John U. Fraley, resigned.

THE RAIL ROAD TO NORRISTOWN.

It being out of our power to avail ourselves of the kind invitation of the company, to participate in the opening of the road to Norristown, on Saturday last—we are indebted to a friend for the annexed article having reference to that occasion.

This great object is at length effected;—this, in spite of the natural obstacles and impediments, and maugre all the predictions of feint hearts, and the distrusting surmises of the unbelieving—thanks to the energy and confidence of the untiring perseverance of the President, Mr. Nevins, and his effective coadjutors and assistants. Trains of cars, drawn by two locomotives in two divisions, conveying two hundred invited guests, made their demonstration on Saturday, the 15th inst., from Philadelphia to Norristown, in the finest, gayest style imaginable. It was a noble triumph of art, to see the iron fire-horses, belching volumes of smoke, speeding their airy-like things of life, through the mazes of the country, cheered along their route of seventeen miles, by the congregated and wondering and extolling inhabitants! It was a break upon their long reign of seclusion and stillness which will make a record upon the tablet of their memories as long as they live. It was delightful to witness the grey headed papas and mammas of another age, beholding this new device of science, brought home to their own doors. It was something which none had ever preconceived as practicable; it was too, an earnest to their sons and daughters, of what we are destined still more to accomplish in days to come. Norristown is not only brought within an hour's ride from Philadelphia, but it is to be made the intermediate thoroughfare of all the great western, north-western, and northern routs! The time is not far distant, when *thousands* are to be passengers by these noble inland conveyances!

It was a proud day for Norristown and our country, and cordially and sensibly the people every where seemed to appreciate it. Our rail roads, canals, and rising towns and improvements, inland, are the proper glory of our country. These are the things, which foreign journalists and carping strangers should be taught to consider and respect. If we have not all the minutiae of courtly luxury for ornament, and the artificial refinements of creative fancy—such as "finger glasses," which we may not want, we have all the substantial of happiness and comfort, better adapted to our notions of republican simplicity. All these, the productions of a new people, who started in life's career but yesterday! By the same people, who in less than half a century, had begun *without* carpeted floors, sideboards, sofas, cut glasses, and massive plate, within doors;—and without coaches, curricles, standhopes, gigs, and other vehicles, richly plated, and horses gorgeously caparisoned, without doors.

Such thoughts as these, must have possessed the minds of many who surrounded the festive board at Norristown, where the rail road company spread a banquet under a great tent, to 350 guests upon the margin of the beautiful river Schuylkill. No wonder, that speeches and toasts, gave lively manifestations of such real causes of self-gratulation. Every man felt and knew that we should become a great and prosperous people in spite of all ill nature and want of sympathy from foreign carpers.

It ought to be better known, and oftener considered, that along the same line of country traced by the rail cars, was the route once projected by Robert Morris and his coadjutors for the first attempted canal in the United States; and at Norristown, close by M'Creedy's great cotton manufactory, on the site of the present canal, was struck *the first spade* in our great national internal improvements! They indeed failed for want of adequate general confidence and resources; and especially because their enterprise was half a century ahead

of the age in which they dwell! But *here was the spot* to locate and celebrate the *beginning* of what has since surprised ourselves, and made us the admiration or the envy of the world. It was from this same neighborhood that Mr. John Thomson went forth to construct a boat—the White Fish—upon Lake Ontario, and to bring her round to Philadelphia, through the natural water passes of the country, via Oswego, the Mohawk, the North River, and out to sea along our coast, and finally, to bring her up the Delaware to Philadelphia, and thence to lay her “high and dry” in our State-house yard; and to make a demonstration to President Washington and the Congress then there, that the grand Erie canal, since effected, was a practicable enterprise.

We have only room to say, that we now hope that the public at large will not be backward in seconding the labours of the company, by a generous and ready patronage; by becoming frequent and general visitors of this new passage into the rich cultivation of an adjoining county. The scenery along the route is pre-eminently picturesque and beautiful—always coursing in sight of the meandering and graceful Schuylkill, passing along verdant banks and under deep embowering woodland shades. Ever and anon the scene is changed, by romantic cliffs and craggy rocks, or aspiring lofty hills, wooded to their summit in all the glory of primeval creation. In a word, it must be confessed by all, that the scenery is not equalled by any other range of country, to be found within a compass of one hundred miles from Philadelphia! The fare through to Norristown, is only 37½ cents! and but half this price to children. What parents would withhold such an enchanting visit to their children. It is worth dollars to a true parental heart, to see even the delight of their children upon so *instructive* and grateful an occasion. It ought to be used by whole classes of school children.—*Germantown Telegraph*.

From Poulson's American Daily Advertiser.

COUNTY BOARD.

July 25th, 1835.

The Board met, on the requisition of the County Commissioners, to take into consideration the propriety of authorising an additional loan, in anticipation of the taxes of 1835. The following gentlemen attended, but not being a quorum, adjourned to meet on Monday, 17th August, at 10 A. M.; Mr. Baker, J. B. Smith, W. B. Reed, Peltz, Spackman, and T. S. Smith.

August 17th, 1835.

The Board met, pursuant to adjournment. Present Messrs. Baker, Burden, Toland, Miller, Mather, W. B. Reed, T. S. Smith, Spackman, Peltz, S. F. Reed, J. B. Smith, and Lewellyn. A. Miller, Esq. was called to the Chair, and T. S. Smith, appointed Secretary.

Mr. W. B. Reed moved that the Secretary in form the County Commissioners that the Board is organised, and ready to receive any communication from them.

The County Commissioners submitted a statement, asking for a loan in anticipation of the taxes of 1835.—The amount of the proposed loan was estimated at about \$60,000.

Mr. Peltz offered the following resolution:

Resolved, That the County Commissioners be, and they are hereby, authorised to borrow, from time to time, such sum or sums of money as they may deem necessary to sustain the credit of the county: Provided, such sum or sums shall, at no time, exceed the sum of — dollars. Not agreed to; Yeas, Messrs. Burden, Peltz, S. F. Reed, and Lewellyn—4. Nays, Messrs. Baker, Toland, Miller, Mather, W. B. Reed, T. S. Smith, Spackman, J. B. Smith—8.

Mr. S. F. Reed offered the following resolution:

Resolved, That the Commissioners of the County of Philadelphia be, and they are hereby authorised to bor-

row, for the immediate and necessary use of the county, the sum of \$30,000, at an interest of not more than 5 per cent. per annum. Not agreed to; Yeas, Messrs. Burden, S. F. Reed, Lewellyn—3. Nays, Messrs. Baker, Toland, Miller, W. B. Reed, Mather, Peltz, T. S. Smith, Spackman, and J. B. Smith—9.

Mr. Burden moved to postpone the consideration of the whole subject till Monday, 24th inst; not agreed to. Yeas, Messrs. Burden, Baker, Toland, S. F. Reed, Lewellyn, Peltz—6. Nays, Messrs. Miller, W. B. Reed, J. B. Smith, Spackman, Mather—6.

Mr. W. B. Reed offered the following resolutions.

Resolved, That a committee of two from the city and two from the county be appointed, whose duty it shall be to examine into the state of the county funds, with reference as well to actual disbursements as to future estimates, and to report to this Board at a meeting to be held on Friday next.

Resolved, That the said committee have the full power of this Board in conducting such examination, and be instructed to report the journal of their proceedings to this Board.

These resolutions being under consideration, after an animated debate, in which Messrs. W. B. Reed, Baker, T. S. Smith, Toland, and J. B. Smith supported, and Messrs. Burden, Peltz, and S. F. Reed opposed them, the Ayes and Noes were called by Mr. Burden and Mr. W. B. Reed.

The following gentlemen then withdrew from the meeting—Mr. Burden, Mr. Peltz, Mr. Lewellyn and Mr. S. F. Reed, and a quorum not remaining, the Board adjourned *sine die*. The gentlemen who remained till the adjournment were Messrs. Baker, Miller, Toland, J. B. Smith, Mather, W. B. Reed, T. S. Smith, and Spackman.

BOAT BUILDING.

We are told, by some of our boat builders, that not less than one hundred keel boats will be built in the vicinity of the mouth of Beaver the present season!—The average price of these boats is about \$450—making a gross sum of forty-five thousand dollars brought into this neighborhood, from this branch of business alone. There are about 150 hands engaged in these boat yards, who receive regular employment and liberal wages; and we should suppose that about 1,500 souls, directly and indirectly, depend on this business mainly for their support. Besides these, a very extensive business is doing this year at Freedom in the steam boat line. Some half a dozen of boats, most of them of the largest class, will be launched there this year; and a new yard has been established three miles up the river by Messrs. Baker & Snead. We are told that the boats sent to market from all these yards, will bring into the neighborhood this season not less than \$100,000. From this, any person can judge of the importance of the boat building business in this county.—*Beaver Argus*.

LYCEUM MEETING.

At a meeting of citizens of the borough of York, desirous of forming a Lyceum, called by a committee previously appointed to draft a Constitution, held in the Court House, on Wednesday evening, the 12th of August, 1835, Calvin Mason, Esq. was called to the chair, and Thomas E. Cochran, appointed Secretary.

On motion, the committee appointed to prepare a plan of a Constitution for the contemplated Lyceum, made a report through Mr. Joseph Garretson, their chairman.

The report was read, considered by sections, amended, and adopted.

On motion, it was Resolved, That delegates be appointed by this meeting to attend the education convention, at West Chester.

Dr. John F. Fischer, Calvin Mason, Esq. and Mr. David B. Prince, were duly elected delegates.

On motion, Resolved, That when this meeting adjourn, it adjourn to meet on Saturday evening, the 22d inst.—and that these proceedings be published in the papers of this borough.

On motion, the meeting adjourned.

CALVIN MASON, President.

THOMAS E. COCHRAN, Secretary.

CONSTITUTION OF THE "YORK COUNTY LYCEUM."

The undersigned being convinced that the cultivation of the human intellect, and the improvement of our moral condition are objects of paramount duty, and believing that voluntary associations for mutual instruction are admirably adapted for the diffusion of knowledge, and by animating our sympathies, exciting a laudable ambition for excellence, and enlarging the circle of our social duties, qualify us in a higher degree for the more important purposes of life, to promote these objects, to give them effect and for our better government, do ordain and establish the following as our Constitution.

Article 1st. This association shall be denominated, "The York County Lyceum."

Art. 2. Sec. 1. The design and objects of this society are the acquisition and dissemination of knowledge; the encouragement of arts and sciences and the promotion of literature; to the attainment of which a library shall be established, philosophical, chemical and astronomical apparatus procured, together with such building and appurtenances as may be found necessary, the use and application of which shall be hereafter designated by the bye-laws of the society.

Sec. 2. The further exercises of the society shall consist of lectures upon scientific and literary subjects of the discussion of such question as may from time to time be proposed in the manner hereafter specified, criticism, composition by the reading or recitation of original essays, poems and such other literary productions as may tend to render the exercises of the institution as useful and interesting as possible.

Art. 3. Sec. 1. The officers of this society shall consist of a President, Vice President, Recording Secretary, Corresponding Secretary, Treasurer and Librarian; there shall also be a board of five managers to assist in conducting the affairs of the institution.

Sec. 2. The officers and managers shall be elected annually by ballot on first Monday in January, in each and every year after the present year and on the second Saturday next after the adoption of this constitution, and in each and every case the member receiving the highest number of votes to be considered duly elected.

Art. 4. The President shall preside at all meetings of the society and preserve order, decorum and regularity therein, he shall at all times be entitled to speak on points of order, and shall decide thereon, subject however to an appeal by any two members conjointly, to the society, in which case a majority of the votes present shall be the final decision, and he shall perform all other duties clearly implied as appertaining to his office.

Art. 5. In the absence of the President, the Vice President shall perform all the duties that devolve upon the President; and in the event of both these officers being absent, the members shall appoint a President pro tempore.

Art. 6. The Recording Secretary shall fairly and faithfully record all the proceedings of the society in a book to be provided for that purpose by the same, he shall file in regular order all lectures, essays and original papers entrusted to his custody and keep the same in the archives of the institution, and in general shall perform all the duties appertaining to his office as a faithful execution thereof requires.

Art. 7. The corresponding secretary shall in the name and on behalf of the society, correspond with any other literary or scientific institution or individual, either in the United States or elsewhere upon the subjects of literature or science in general, he shall keep a full and fair copy record of all letters transmitted by him, file all letters received, and exhibit the same quarterly or oftener if required to the society.

Art. 8. The Treasurer shall receive and safely keep all the funds of the institution, not especially invested, subject at all times to the orders of the Board of Managers; he shall keep a regular account of all receipts and disbursements, and his entire account shall at all times be open to the inspection of any officer or member of the association.

Art. 9. It shall be the duty of the Librarian carefully to keep all books belonging to the society, arrange them in alphabetical order, number, and label each with the name of the society; to receive all contributions of books, and such other articles as may be presented to the society, and to keep a record of all books drawn out of the library from time to time.

Art. 10. The managers shall have power to fill up any vacancies that may occur in their body during the year, the same to be submitted to the society at the next meeting thereafter for confirmation or rejection as the case may be, they shall have power to employ, compensate, or dismiss at pleasure any person necessary to be employed in the service of the institution, and the recommendation of a majority of their board shall be obtained by all persons wishing to become members.—Candidates for honorary membership must also be recommended by the board of managers, they shall also regulate the time and place for holding meetings of the society, and shall have power to call special meetings whenever they may think proper, and all questions for discussion must be introduced into the society through the board of managers.

Art. 11. Any person wishing to become a member of this society must pay into the treasury one dollar, and affix his name to this constitution, and any person wishing to become a member after the society is organized, shall make application to the board of managers, and after being approved by them and paying one dollar as above, shall be entitled to membership.

Art. 12. The concurrence of two thirds of the members of the society present shall be sufficient to adopt Bye-Laws, Rules and Regulations, or ordinances, for the further government of the same, and any order of the society so established shall be binding on each member thereof, and any member neglecting or refusing to abide thereby or by this constitution shall be liable to expulsion.

Art. 13. Ten members shall constitute a quorum to transact business.

Art. 14. This Constitution may be amended by two-thirds of the members present, provided the amendment be submitted in writing at the second meeting previous to action being had upon it.—*York Republican*.

PENNSYLVANIA AND OHIO CANAL.

The first letting for the execution of about 13 miles of the Eastern division of this important work, took place at New Castle, on the 10th inst., under the most flattering prospects.

It was supposed that about 400 persons, including many of the most efficient contractors on the New York, Pennsylvania, and Ohio canals, were present and entered into a spirited competition for portions of the work.

Thirteen miles of the proposed canal, from the point of its intersection with the Beaver division of the Pennsylvania Canal, were divided into 25 sections, and included the aqueduct across the Shenango, the dam across the Mahoning, in Poland, Ohio, six locks and eight culverts, and were all taken by good and respon-

sible companies at an aggregate cost of \$117,500. These contracts include the entire line in the state of Pennsylvania, and extend about three miles into Ohio, and will be seen to fall short of the estimate of that portion of the line heretofore published, and also lessens the supposed distance to Pittsburgh about two miles, by uniting with the Beaver division about $2\frac{1}{2}$ miles below New Castle.

Allowing a reasonable sum for bridges and other small items for extra jobs, not foreseen, it may be well supposed that about \$10,000 per mile will complete this section for use.

The work is already commenced, and the contracts are all to be completed by the 1st of September, 1836, at which time it is contemplated the line will be complete up as far as Youngstown or Warren, and put into immediate operation. A great majority of the contractors who were disappointed in obtaining contracts have already repaired to Ravenna, where another letting is to be offered on Monday the 17th instant, to include about the same distance, and a greater amount of work.—These two divisions embrace the most expensive portions of the line, and will afford safe data to estimate the probable expense of the balance of the line. Should the project of washing down the deep cut at the summit succeed, according to the expectations of the engineer, a large sum will be saved in the estimated expense of that part of the route and probably enable the company to complete the canal in two seasons.

Examinations have been made by sinking wells to the bottom of the canal line at several points on the summit, and in no instance has any stone or rock been discovered to impede the proposed plan of turning the whole volume of the break neck across the summit ridge, where it will have a fall of from 20 to 40 feet, to carry away the earth, and deposit it in the ravine below.

The contracts already made for a portion of the line, which had always been supposed to present greater difficulties than the average of the whole, and including an average amount of lockage, would seem to warrant the belief that the whole line will fall below rather than exceed the estimates, and that the whole work will be speedily executed. It is supposed that the line will be located as far as Warren within a short time, and put under contract.—*Warren (O.) News Letter.*

From the Philadelphia Gazette.

PROCEEDINGS OF CITY COUNCILS.

August 20, 1835.

SELECT COUNCIL.

Mr. Price presented a petition from Thomas Downing, watchman at the State House, praying for an advance in his salary. Referred to the committee on City Hall and State House.

Mr. Weigand from the special committee appointed to offer the hospitalities of the city to a committee of the Councils of Baltimore, made a report on that subject, with a resolution that the committee be discharged, which was agreed to.

Mr. Price, from the committee on Schuylkill wharves, made a report, with an ordinance providing for the construction of a wharf at Pine street, on Schuylkill.—The ordinance was read three times and passed. Common Council concurred.

COMMON COUNCIL.

Mr. Yarnall presented the following petition, which was referred to the committee on Fire Companies.

To the Select and Common Councils of the City of Philadelphia.

GENTLEMEN—

The undersigned delegates appointed by their res-

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pective Fire Companies to petition Councils to alter the present mode of distributing the annual appropriation among the Fire and Hose Companies of the city, respectfully represent,

That the unequal mode of distribution adopted by Councils, makes unjust and unfair distinctions among the different Fire and Hose Companies, whose time and whose means are equally devoted to the promotion of the public good. The disparity in the annual expenditures of the different Fire and Hose Companies is trifling, and the costly and more extensive apparatus of some companies ought not to entitle them to receive a larger sum than their less fortunate brethren whose disposition to procure the most efficient apparatus is limited solely by their inability. They feel on this account that they have the strongest claims upon your liberality, believing that zeal and activity in the performance of their duties as firemen should alone be made the rule by which the distribution should be made. Placing all who are in active service upon the same ground, and abolishing the distinctions that have been made among them, would remove all cause of rivalry and jealousy, and excite a spirit of emulation in the prompt and efficient discharge of their arduous duties and promote feelings of harmony and good will throughout the fire department. The present is an opportune moment for the investigation of this subject, as some change must necessarily be made in the apportionment, in consequence of the formation of a new Hose Company during the past year. Relying with confidence upon the belief that an examination into this matter will show you the justice and propriety of the request, we beg your attention to it as early as your other important avocations will permit, and are yours, &c. respectfully.

Delegates from the Vigilant Fire Company—Geo. W. Tryon, Eb. Mustin, Robert T. Fry.

Good Will Fire Co.—T. Paulding, Sam. Overn, H. E. Saulnier.

Delaware Fire Co.—Horatio G. Rowley, Robert P. James, Charles C. Colt.

Harmony Fire Co.—Emmor Kimber, Jr., Thomas Savery, Isaac Lloyd, Jr.

Reliance Fire Co.—John F. Schell, Joel Bates, John S. Johnson.

Columbia Fire Co.—Daniel Knight, Chalkley Baker, Wm. Cressman.

Washington Fire Co.—Fredk. Forst, W. W. Weeks, John Parsons.

Hibernia Fire Co.—Geo. McDonald, Sam. J. Pickands, Robert Tempest.

Assistance Fire Co.—Sylvester Green, A. F. Cox.

Mr. Wright presented a petition from Marmaduke Myers, one of the city watch, praying for compensation during the period of his late suspension from duty. Referred to the committee on lighting and watching.

Mr. Harrison presented a petition for paving Schuylkill Seventh between Locust and Pine streets. Referred to the paving committee.

Mr. Wright presented a petition from Sarah Reed, widow of Samuel Reed, late tax collector, praying for a mitigation in the claim of the city against said Samuel Reed's estate. Referred to the finance committee.

Mr. Yarnall from the committee on markets made a favorable report on the petitions for a new market house in High street west of Broad, with an ordinance providing for the erection of the same. Laid on the table.

Mr. Fraley, from the special committee on the subject of city expenditures, made a long report, which was ordered to be printed.

Mr. Gilder, from the paving committee, reported a resolution requiring the City Commissioners to pave Lybrand street, and the south side of High street, from Delaware 4th to 5th streets, which was taken up for consideration and agreed to. Select Council concurred.

Dr. Huston offered two resolutions, authorising the Mayor to accept the services of citizens, to aid in the preservation of the public peace, in case it should be endangered. The phrasology of the resolutions being objected to, the following was offered by Mr. Fraley, and adopted.

Resolved, That the Mayor of the City and the Committee on Lighting and Watching, be, and they are hereby authorised, when they may deem it necessary, to take such measures as will effectually secure the peace of the city, in case the same shall be endangered, and that the expense incurred for that purpose shall be charged to appropriation No. 5, and be paid on the requisition of the committee on lighting and watching.

Select Council concurred.

The ordinance from Select Council, authorising the sale of certain real estate in the N. Liberties, bequeathed the city by the late James Wills, was taken up for consideration, on motion of Mr. Chandler, and agreed to.

From the United States Gazette.

TOWN MEETING IN PHILADELPHIA.

At a large meeting of the citizens of the city and county of Philadelphia, convened according to public notice at the Musical Fund Hall, Aug. 24th,

The meeting was called to order by W. C. Patterson, Esq. Chairman of the Committee of Superintendence, who nominated Alderman M^CMICHAEL as President—the nomination was unanimously confirmed.

The following gentlemen were appointed

VICE PRESIDENTS.

George W. Toland,	Peter Fritz,
D. S. Hassinger,	James Hanna,
F. J. Harper,	George H. Martin,
James Goodman,	Robert Morris,
John R. Walker,	Hugh Elliott,
Miles N. Carpenter,	Edmund Green,
Oliver Fuller, Jr.	Joseph Worrell, Jr.
Joseph M. Thomas,	Edward W. Warner,
Alex. S. Freeman,	John W. Horner.

SECRETARIES.

J. E. Negus, J. S. Pringle, P. R. Freas, George H. Hart, Geo. W. Fairman, John M. Kennedy, and Thos. C. Clarke.

Alderman McMichael opened the meeting in a brief and appropriate address.

He was followed by Robt. T. Conrad, Esq. Chairman of the Committee on Resolutions, Jesse R. Burden, Esq. and the Hon. J. R. Ingersoll, after which the vote was taken, and the resolutions as annexed were adopted, without a dissenting voice.

Whereas, The indiscreet and improper interference of certain individuals of the North, with the domestic relations of the slave-holding States of the South, having endangered the peace of our fellow citizens of that section of our common country, and excited apprehensions and prejudices injurious to the Union; and whereas, the citizens of the South having appealed to the non-slave-holding States, to manifest their disapprobation of the measures referred to, and to rescue them from the incendiary efforts of those who make our territory the seat of a warfare upon the domestic institutions of the South; Therefore,

Resolved, That we respond to the call of our brethren of the South, that we are their brethren, and as such, sympathize in their dangers and wrongs, and view with regret and indignation the incendiary measures which have disturbed their tranquillity.

Resolved, That we consider the course of the Abolitionists in organizing societies, maintaining agents, and disseminating publications intended to operate upon the institutions of the South, as unwise, dangerous, and deserving the emphatic reprehension and zealous opposition of every friend of peace and of the country.

Resolved, That we distinctly disclaim any and all right to interfere directly or indirectly with the subject of Slavery in the Southern States; and that any action upon it by us would be a bold violation of the Constitution and a presumptuous infraction of the rights of the South.

Resolved, That were it our unquestioned right to participate in the regulation of Slavery at the South, convinced of the justice and liberality of our Southern brethren, and believing that their practical acquaintance with and deep interest in the subject, peculiarly qualify them to determine questions arising from it, we would without fear or hesitation, commit it to their wisdom, justice and humanity.

Resolved, That we regard the Union of this Country as inseparable from its freedom, greatness and glory; that we consider no sacrifice too great to maintain it, and shrink, with horror, from all that is calculated in the most remote degree to endanger or impair it.

Resolved, That the course of the Abolitionists, by exciting the prejudices of the people of the South against the communities from which they are assailed, menaces the peace and permanence of this Union.

Resolved, That, as the People of the South alone, have the power to emancipate their slaves, the irritating policy of the incendiaries renders that happy result more remote and difficult of attainment, and rivets, perhaps forever, those chains which they affect a desire to break.

Resolved, That the interference of the Abolitionists with the slavery of the South, must inevitably multiply at once the dangers and suspicions of the masters, and render necessary a heightened degree of vigilance and security, thus heaping additional restraints upon the bondman, and increasing the afflictions of the object of their misguided efforts.

Resolved, That we regard the dissemination of incendiary publications throughout the slave-holding States with indignation and horror; that measures so directly calculated to involve results at which humanity shudders, cannot fail to meet the hearty and indignant reprobation of the benevolent and patriotic, and that efficient, but legal and moderate measures should be adopted to suppress an evil at once so dangerous and disgraceful.

Resolved, That the obnoxious measures of the Abolitionists having produced great and general excitement at the North, have already disturbed the peace of our cities, and threaten consequences still more extended and deplorable.

Resolved, That the efforts of foreign emissaries, paid with foreign money, and sent into the country to assail our institutions, malign our patriots, excite our people, and distract our country, are regarded by all who cherish American pride and patriotism with distrust and contempt.

Resolved, That should the colored population of the South, excited by the causes referred to, or by any other, unhappily revolt against the laws and the lives of our southern brethren, (which Heaven in its mercy avert,) the young men of the North are prepared to meet the danger, shoulder to shoulder, with the people of the South, and prove by the ready sacrifice of their blood, their devotion to the peace and the rights of all parts of our beloved Union.

Resolved, That we recommend to the legislature of Pennsylvania, to enact at the next session, such provisions as will protect our fellow citizens of the South from incendiary movements within our borders, should any such hereafter be made.

Resolved, That the North is sound to the core on the subject of slavery; that the mass of the people of the non-slave-holding states, neither claim or desire a right to interfere with the institutions of the South, and re-

gard with decided and marked disapprobation, the principles and measures of the abolitionists.

Resolved, That we confidently believe the number and influence of those in this state, who are disposed to agitate the subject of slavery in the south, are extremely limited; and that the individuals in this city who are recognized as abolitionists, are, for the most part, wholly disinclined to any and all measures which may tend to excite or endanger the south.

Resolved, That we have reason to believe, that there is no abolition press or publication in this city, and that no incendiary measures have been adopted or sanctioned by the friends of emancipation in this state.

Resolved, That we regard those who, under the pretence of putting down abolition, have violated the laws, and disturbed the peace of the community, as the most efficient auxiliaries of the cause they affect to oppose; that the young men of Philadelphia, opposed to the measures of the abolitionists, pledge themselves on the first symptom of disturbance, to lend their hearty and determined aid to arrest and secure the legal punishment of those who degrade their cause by violence and outrage.

Resolved, That a committee of seven be appointed to act as a committee of correspondence, to publish the proceedings of this meeting in the papers of this city, and procure their dissemination in the south.

A resolution was offered by Alderman Binns, and referred to the committee on resolutions.

The Chairman appointed the following gentlemen, under the last resolution—

Committee of Correspondence.

Robert T. Conrad,	Geo. W. Toland,
Robert Morris,	James Goodman,
Louis A. Godey,	Charles Naylor,
John H. Frick,	Joseph C. Neal.

On motion, adjourned.

MORTON M'MICHAEL, Chairman.

George W. Toland,	Peter Fritz,
D. S. Hassinger,	James Hanna,
F. J. Harper,	George H. Martin,
James Goodman,	Robert Morris,
John R. Walker,	Hugh Elliott,
Miles N. Carpenter,	Edmund Green,
Oliver Fuller, Jr.	Joseph Worrell, Jr.
Joseph M. Thomas,	Edward W. Warner,
Alex. S. Freeman,	John W. Horner,

Vice Presidents.

J. E. Negus,	George W. Fairman,
J. S. Pringle,	Jno. M. Kennedy,
P. R. Freas,	Thos. C. Clark,
George H. Hart,	Secretaries.

From the Inquirer.

A DISCLOSURE—INCENDIARY PUBLICATIONS DESTROYED.

We learn that shortly after the arrival of the steamboat, bringing the newspaper mails of yesterday morning, (Aug. 25,) and while the labourers (white and coloured) were engaged in moving the various bundles, bales and packages, received at the same time and by the same conveyance as the mail, a large wooden box, apparently filled with dry goods, and directed to a respectable individual of this city, was *accidentally* forced open, when it was found to be filled with *incendiary pamphlets and newspapers*, such as the "*LIBERATOR*," "*HUMAN RIGHTS*," and the "*SLAVE'S FRIEND*," carefully put up in packages, and directed to persons in *Georgia*, *North and South Carolina*, *Missouri*, *Alabama*, *Illinois*, and other *slave states*, and to the *District of Columbia*. We cannot, in terms too strong, express our disapprobation—our horror at this proceeding, and especially at this particular time. It should be remembered, that the transmission of newspapers and pamphlets in the manner described, is a gross and daring violation of the laws

in relation to the U. S. mail; and when we recollect the excitement so recently produced in Charleston, by a proceeding of a similar character—and when we also recollect that the whole country is in a state of agitation and apprehension, in consequence of the recent movements of the fanatics, this last mad act cannot be viewed with other feelings than those of the strongest indignation.

We have now in our possession several of the papers and pamphlets thus surreptitiously forwarded to this city. They are of the most incendiary and inflammatory character, some of them being embellished with cuts of various kinds, calculated to excite and inflame the mind of the slave,—and to poison his already embittered feelings against his master.

As soon as the facts above stated became known, a few of our most respectable citizens assembled together, and submitted the question of "What shall be done to save the city from the consequences of an excitement which this affair is likely to produce?" It was immediately determined to wait upon the gentleman to whom the aforesaid box was directed, to explain to him the delicate situation which he occupied in relation to the matter, and to recommend to him the propriety of making such declarations for the public eye as should exonerate him from all agency or participation in this very culpable affair. A committee consisting of Thomas L. McKenny, R. T. Conrad, Morris Mattson, A. G. Waterman and John C. Martin, Esqrs., was appointed, and immediately proceeded to the discharge of the duty assigned them. They stated that they had called for the purpose of making known to him the facts as above detailed, with a view of obtaining his disclaimer of any agency in this affair, and of thus allaying public excitement, which it was apprehended might be produced against him.

He very promptly gave the disclaimer in the following letter, adding emphatically that he never had, in the slightest manner, sanctioned any interference with the Slave question of the Southern States, believing it improper to do so. Mr. Scott conducted himself throughout, in the most satisfactory manner, and evinced a spirit highly commendable. His letter is subjoined:—

"PHILADELPHIA, August 25, 1835.

Gentlemen,—I am informed that a box arrived this morning in the line of steamboats from New York, directed to me, containing various papers—the *Liberator*, *Human Rights*, the *Slave's Friend*, &c. directed to various persons residing in several of the Slaveholding States, and in the District of Columbia. This is to certify that I have no knowledge of such box, further than you have reported to me, or of its contents; and have had no agency, direct or indirect, in having it directed to me; and moreover, I declare, if said box had reached me, I should have considered it my duty, in the present state of public excitement on the subject, to have returned its contents. I hereby surrender to the city of Philadelphia, all the right and claim I may have to said box and its contents, so far as that right and that claim arises from its being directed to me, to be disposed of in such manner as may be deemed most expedient.

I am, respectfully, &c.

WM. H. SCOTT.

Col. T. L. McKenny, Robert T. Conrad, Morris Mattson, A. G. Waterman, John C. Martin."

The box being thus surrendered, about a hundred of our most respectable citizens repaired to the Transportation Office, when Mr. Hill, the Agent, promptly complied with their request. A vote was then taken as to the best mode of disposing of the box, with a view to allay the excitement, which was rapidly increasing. It was decided that it should be taken into the middle of the Delaware, and there, with its contents destroyed. This resolution was fully carried into effect,

The box was taken on board a steamboat,—the contents, consisting of at least two thousand of the newspapers described above, were taken out, torn into ten thousand pieces, and scattered upon the waters. The whole affair was conducted in a spirit which exhibited a fixed purpose to resist every thing like the circulation of incendiarism of any description, and at the same time to avoid all improper excitement among ourselves. We believe that the course pursued was the proper course under the circumstances, and we *know* that it was adopted with a view to the peace and the quiet of the City, and the security of the gentleman whose misfortune it was to have, without his sanction, such a quantity of incendiary matter directed to him. We need only add, that Philadelphia is perfectly tranquil, and is likely to continue so.

From the New Yorker.

PENNSYLVANIA IMPROVEMENTS.

A gentleman who travelled recently from Philadelphia to Pittsburg by the main line of the Internal Improvements of the Key-stone State has communicated some notes of his journey to Poulson's Daily Advertiser. We publish so much of them as is necessary to convey an idea of the character and route of those great works, of which we have not hitherto observed even a meagre delineation. We take pride in presenting such evidences of the enterprise of our sister State, and in the reflection that the same blue sky is over us, the same broad ocean laves our shores, the same glorious Union encircles us in all its protecting folds, and that we can proudly say, in view of the mighty works of improvement now progressing over the whole face of our country—"This is our own, our native land!"

* * * * * We left Philadelphia by the rail road; and were carried along at a good pace on the bank of the Schuylkill, which we crossed by a splendid viaduct which is 1045 feet long, 41 wide and 30 feet above the surface of the water.—Then comes the first inclined plane, the length of which is 2805 feet. The horses being detached, we ascended by a stationary power.—The sensation, while rising by this process, cannot be described. It is fearful, yet exhilarating.—You shrink from it, yet you love it. There is something unspeakably grand in the operation. Awaiting our arrival at the top stood the locomotive, spitting off its steam spitefully as if vexed at our long delay. It was like a spirited steed champing the bit, and impatient to be gone. We were soon under its control; and giving a few rapid puffs, it bore us onward in a majestic line with accelerated velocity, until our speed was absolutely bedazzling. Who that knows the delights of regular and rapid motion, can fail to attest the pleasure of this unequalled mode of travelling! It verily puts the most surly into a happy mood, and taciturn lips are open in cheerful accents here. Such was the effect upon our company, and never was there a travelling party more agreeably consorted.

The principal part of the Rail road lies in Lancaster county, the garden spot of Pennsylvania; so that while we had social pleasure *within*, we had the richest scenery without. But you will wonder how we could view it, whirled along at this tremendous rate? The answer is, that although at such speed, *near* objects cannot be seen with any degree of satisfaction, the rapidity hinders not the view of the more distant landscape. The country is highly cultivated, and presents a rolling surface of grain and meadow, interspersed with fine forest trees. The farm houses are in appearance substantial, rather than attractive. There are indications on every hand of thrift and opulence.

The rail road enters the town of Columbia on the Susquehanna, by a descent on an inclined plane of 1720 feet. It here joins the main division of the Pennsylvania canal. The length of the rail road is 81 miles, and

the cost including engines, is said to be \$3,500,000.—Its greatest altitude above the tide waters of the Delaware is 555 feet. We now left the rails for a more tranquil mode of conveyance. It was a great, yet an agreeable change; for to a traveller, you know, almost any change is agreeable. We had been under great exhilaration, we had now time to cool down and prepare for sleep.

The canal commencing at Columbia, follows the Susquehanna to its junction with the Juniata, and ascends in the direction of the latter stream towards its source.—The most important town it passes is Harrisburg. *

* We soon left the Susquehanna, and entered the less imposing, but even more beautiful Juniata. At their junction the scene is highly attractive. *

The Pennsylvania canal pursues mostly the *north* bank of the Juniata. It crosses it however, nine or ten times, and once by means of a rope ferry and machinery. The banks of this river present every variety of scenery. There are cultivated fields coming down to its brink, showing on their fine slope the green meadow and the promise of a rich harvest. Then will suddenly burst upon you the tall precipice overhanging the stream, and apparently ready to fall, producing that shuddering, yet delightful sensation experienced amid the stern features of God's works. Now would come in view the conical hill, clothed to the very summit with soft foliage, and now the deep dark gap where the river seemed to struggle for egress. The Juniata I pronounce one of the most beautiful streams I ever beheld. All my companions united in the same decision. Amid the solitude and sublimity of the scene, our boatmen, perched upon the stern of the packet, played two Kent bugles, whose notes swelled along the river and were echoed by the hills, and one might fancy himself in the regions of a fairy creation.

The length of this canal is 172 miles, having 18 dams, 33 aqueducts and 111 locks. It terminates at Hollidaysburg, a few miles from the base of the Allegheny mountains. Now comes the Allegheny and Portage Rail road, that crowning work of this enterprising State. Were we not tired of the canal? No; for such were the superiority of our accommodations, and the social spirit of our party, and above all, such the rich variety of the scenery, that never was time known to pass off more pleasantly. Canal travelling on this may be diversified by a walk along the bank, or even a short ramble to an adjacent hill where wild flowers grow in abundance. Still we are glad of the opportunity to resume our favorite mode of conveyance.

The sun was about setting when we arrived at Hollidaysburg. It is usual for passengers to spend the night there, and ascend the mountains by daylight.—But we were for proceeding. When we made known our wishes to the agent, he declared it impossible to go on, as the fires of the stationary powers had gone down, and a passage up the mountain at night was a perilous undertaking. A council was called. Some were for proceeding, and some strongly remonstrated. The bold, and perhaps I ought to call it, the reckless policy prevailed. The agent, seeing our anxiety to go, at length seconded our wishes, by sending an express ahead to have fires re-kindled, and all things in readiness. And now just at night, the Alleghenies full in view, we were again on the track rolling toward our destination.

We had just started when the cry was raised, "A car, a car is coming!" and sure enough, moving down upon us with threatening speed was a train of cars heavily laden with iron. Had we come in contact, they would have crushed us in a moment, but we were expert enough to reach a turn-out place in time to avoid them. Again we started, but another mishap was experienced. One of our horses halted, and plunging off a declivity broke the tongue of the forward car, and gave a shock to the whole company. Here, it was thought, was evidence that we ought to turn back; but

the bolder policy still prevailed. The agent had gone on to re-kindle the fires, and now we *must* go forward; so forward we went, and nothing further occurred to hinder us. It was after dark when we arrived at the first inclined plane. As we neared the mountains, their lofty precipices were dimly visible and terrifically grand. It was a moment of intense interest to us all; the scene was new; the ascent by night, formidable.—Many were the inquiries, “Is it possible; is it safe?”—But there was no retreat. The cars were fastened, and by a signal at the foot of the plane, (the waving of a lantern,) the light at the top was extinguished, and we began slowly to ascend. Our upward movement increased as we proceeded. We hung on the steep plane by a single rope, and every heart seemed to tremble at the possibility of its rupture. On each side, and within two or three feet of the rail, were precipices just discernable by the faint starlight, while over our heads frowned the gigantic pillars of the Alleghenies. But we rose majestically and soon heard the hissing of steam at the stationary power. One ascent gained without accident, we all began to breathe and take courage. To some of the party the passage of the Alleghenies by night was full of pleasurable excitement.—The very darkness added to the interest; and the ascent, flight after flight, by five steep inclined planes, each nearly a mile in length, seemed like Jacob’s ladder, to be carrying us to the very Heavens. We reached the summit level in safety, and all, I believe, were disposed to breathe a silent thanksgiving to our gracious Preserver.

We took supper at midnight on the summit of the mountain, and after two or three hours of sleep, some on beds, some on the floor, we resumed our journey as the dawn appeared. We were all in fine spirits.—The air was bracing. We were on the ridge of the great partition wall which nature had interposed between the east and the west. I had always seen the rivers run east, and now for the first time I saw them take an opposite direction. Can any one stand on this elevation and not feel excited?

It was soon apparent that we were descending toward the west. The rail road traverses some of the most solitary passes of the mountains. Amid one of the wildest gorges, we met a train of cars under the conduct of a locomotive. As it neared us, coming on with sublime pace, fortunately not in the same track, every eye was fixed; but it flashed by like lightning, causing us to recoil at its close and dreadful proximity. After it passed, the road curved so as to give us a full view of the whole train, which swept along in fine style, and was out of sight in a moment. Let any man see, amid the solitary defiles of the Alleghenies, such a train, borne on by the power of steam, and he must feel a full impression of the enterprising spirit of the age. The double track not being completed the whole distance, our cars met occasionally a heavily laden train, and then the only alternative was to lift our cars off the track, let the current pass, and lift them back again.—This we had to do several times.

Before we began to descend, we came to the celebrated tunnel, a passage through which was of course anticipated with great delight. This wonderful work of art is through a solid rock of 870 feet in length, consisting of an arch of heavy masonry 20 feet high. The rumbling of the cars in this subterranean way is like the reverberations of distant thunder. Now came the five inclined planes by which you descend the mountain, and the sensation is scarcely less than in the ascent.—The length of this rail road over the Alleghenies is 36 miles, overcoming an aggregate height of 2,750 feet.—Besides the inclined planes and tunnel, there are four expensive viaducts. All these works are of the most substantial masonry. One gentleman was heard to say in relation to them, “These Pennsylvanians think the reign of Time is over; they are building for eternity.”

At Johnstown, on the river Conemaugh, we entered

the western division of the Pennsylvania canal. It follows this stream to the Allegheny, and terminates at Pittsburg. It is 104 miles long, has 64 locks, 10 dams, 2 tunnels, 16 aqueducts, 64 culverts, 152 bridges. The whole distance to Pittsburg, from Philadelphia, by rail road and canal, is 395 miles. The canal which commences at Johnstown, passes through a tunnel more remarkable even than the one already described. The height of the hill which it perforates is 250 feet. We passed it in the night; by the help of lanterns we saw it to fine advantage—but our amazement arose greatly when we were informed that we were actually passing under a man’s farm, and that the well of its owner was directly over the tunnel. What will not human enterprise accomplish? But now the black volumes of smoke in the distance, tell us we are near the great Birmingham of the west; and as I have ended, for the present, my journey, so I will terminate my epistle.

Yours,

J. B. W.

From the Temperance Advocate.

PROCEEDINGS OF THE EDUCATION CONVENTION.

WEST CHESTER, PA. }

Tuesday morning, 18th Aug., 1835. }

A number of Teachers and friends of Education met in the Court House, at 10 o’clock, agreeably to public notice. Mr. JOHN BECK was called to the Chair, and Mr. John Simmons appointed Secretary.

The following named gentlemen appeared, and were enrolled as members of the Convention:

From the Chester County Cabinet of Natural Science—Dr. William Darlington, Joshua Hoopes, Dr. Wilmer Worthington, John Rutter, Esq.

Chester County Athenæum—John Hall, William Darlington, Esq., William P. Townsend.

Delegates appointed by a meeting of the citizens of West Chester—Francis James, William Williamson, Dr. John B. Brinton, Thomas S. Bell, Ziba Pyle, Dr. Isaac Thomas, Townsend Haines, John W. Townsend, Henry Fleming.

Mechanicsburgh Mutual Improvement Society—J. D. Rupp, G. Bobb.

School Directors of East Caln—Joshua Hunt, Charles Downing.

Bucks County Education Society, also, Newtown Lyceum—Lemuel H. Parsons, James Kelly, Wm. H. Johnson.

York Association of Teachers—E. F. Bleck.

York Lyceum—David B. Prince.

West Bradford Boarding School—Cheyney Hannum, Jonathan Gause.

Young Gentlemen’s Institution at Litiz, Lancaster county—John Beck.

Montgomery County Cabinet of Science—Jonathan Roberts, Esq., Maurice Richardson, Alan W. Corson.

Philadelphia Lyceum of Teachers—Dr. J. M. Keagy, Rev. N. Dodge, Josiah Holbrook, J. H. Brown, Victor Value, John Simmons.

East Bradford Boarding School—Joseph C. Strode, Robert Guy.

Pennsylvania Association of Monitorial Teachers—Dr. Wright, Thomas Eastman, J. M. Coleman.

Volunteer Delegates.

B. W. Blackwood, Philadelphia.

E. Neville, do

Rev. R. W. Cushman, do

Alexander Maitland, East Caln.

Wm. Hough, Hatborough, Montg’y co.

Samuel Tyson, Abington, do

John G. Lewis, Frankford.

D. R. Ashton, Philadelphia.

James Quinter, Lumberville, Montg’y co.

Thomas F. Pim, Downingtown.

Charles Hambleton, Upper Oxford, Chester co.

Samuel Alsop, Wilmington.

William Mayberry, Hatborough.

Cyrus H. Jacobs, West Whiteland.

Eusebius Townsend, East Bradford.

Joseph Jacobs, Darby, Del. county.

Wm. Jacobs, Philadelphia.

Hon. Isaac Darlington, West Chester.

Rev. Geo. W. Cole, do

Simeon Siegfried, do

Cheyney Nields, do

On motion, Messrs. Value, Holbrook, Coleman, Brown, Ashton, Beck, and Gause, were appointed a Committee to arrange business for the Convention.

Adjourned till 2 o'clock, P. M.

Tuesday afternoon.

The Convention met at 2 o'clock.

Mr. Holbrook, upon request, stated the general objects of the Convention. He said, there are in the U. States, about 60 Colleges—not far from 500 Academies—Institutions owned and conducted by private individuals, number not known—about 50,000 common schools; many infant schools—and another class of voluntary or social institutions, viz: Lyceums; of these there are about 2 or 3,000. These are connected with many of our Academies and Colleges—most of them have Libraries, which are read with great eagerness, perhaps about 1000 times as much as the former libraries of Colleges. Lyceums give the schools a character of greater efficiency, and make the children more tractable and diligent. A system of co-operation is produced; each pupil recognizes himself as possessing all the means of self-cultivation, and of producing a kindred action between mind and mind—each one exerts an influence upon and receives benefit from his neighbor. These institutions have a social character. Many of our institutions are *anti-social*—they build up a partition wall—students do not make their Greek and Latin lessons a subject of fireside conversation. But these are social institutions; in them are taken up matters of daily occurrence—the philosophy of things is spoken of without formality. Their operations and results are also social—they will form the table talk of the youth. There is a National Lyceum—15 or 16 State Lyceums—over 100 County Lyceums—3000 Village Lyceums, and a great number in Academies and Schools.

Mr. Neville said, the fathers of the Republic planted the tree of *Liberty*,—we are assembled here to plant the tree of *Knowledge*. *Association* is our motto:—"united we stand divided we fall." This Convention may be hailed with something of the same emotion that would attend the discovery of a reservoir of cool water in an African desert. Mr. N. read an able address on the advantage of an association of teachers, upon the orthodox principles of education; it would promote the independence of teachers, by leading to the adoption of settled rules of conduct, &c.

Judge Darlington requested to know whether the meeting had any other object than the formation of an association of teachers?

Mr. Holbrook replied, that one object the meeting had in view is to bring the hands of teachers together, that they may strengthen each other; another object is, to induce parents and friends of education to work with them—to strengthen their hands and encourage their hearts. How is this object to be effected? It is proposed to have a State, or an Eastern and Western Society—auxiliary to which there will be county, township, neighborhood and social societies. The object of this Convention, then, is to organize an Eastern District or a State Lyceum.

Jonathan Roberts, Esq. expressed his pleasure in observing the interest connected with the occasion, and complimented those who had called the Convention.—He said, however much he felt interested in the general

interchange of views and feelings of gentlemen present, it was important that the *business* of the meeting should be taken up. The Committee of Arrangement should immediately report, in whole or in part. I observe a number of plants in the room now fresh and green, which are probably brought here for illustration—they will wither by to-morrow; if a lecture in reference to them is designated, we should have it to-day. It is important that we have an early report of business to be acted on.

Mr. Jonathan Gause.—The friends of education have assembled here in a social capacity, to devise a plan or plans of future operation. We should have lectures on the best mode of teaching, &c. We do not need lectures on the advantages of education; but we do need suggestions as to a plan of operation, and the best means of imparting knowledge to the rising generation, and helping them to form a character distinguished for morality and other virtues. Under a proper system of education, children will not be seen going to school with down cast countenance and eyes suffused with tears, but with cheerfulness and alacrity.

The Committee retired to prepare and report business for the Convention.

Mr. Roberts again called the attention of the audience to the plants exhibited, and hoped that during the absence of the committee, Mr. Joshua Hoopes would be called upon for a Botanical lecture.

Mr. S. Siegfried, hoped that no lecture would be pressed out of any gentlemen present. It was to be presumed that those who had procured the plants and placed them in the room had some specific object in view, and he would not disconcert their arrangements by prematurely calling for a lecture. He had once met with a handsome display of plants, or flower-pots, in a country school-house, on the occasion of a religious meeting, but he did not take it for granted that they were to be the subject of a lecture.

Several gentlemen having concurred in the request for a lecture, *ad interim*, Mr. Hoopes politely acquiesced, and producing a specimen of the *Cicuta maculata*, or water parsnip, gave a description of its properties, &c.

Committee of Arrangement reported the following resolutions and queries. Report accepted.

Resolved, That it is expedient to form a State Lyceum, which shall be composed of Teachers and the friends of Education throughout the State, subject to the rules and regulations hereafter to be established.

Resolved, That the following gentlemen be a committee to form a constitution for the proper government of said Lyceum, viz: Dr. William Darlington, Josiah Holbrook, David Townsend, Esq. Dr. J. M. Keagy, and Wm. H. Johnson.

Resolved, That this Convention recommend the formation of County Lyceums throughout the State, as auxiliary to the State or Parent Society.

The resolutions were adopted. Queries assigned for discussion to-morrow morning.

QUERIES.

Is it expedient that Lyceums and Schools be furnished with cabinets, consisting of specimens of minerals, plants, and other natural and artificial productions, and with libraries?

What is the best method of governing schools?

The following query was afterwards moved and adopted:

What is the best method a teacher can take to obtain the attachment of his pupils?

After which the convention adjourned.

Tuesday Evening, 7½ o'clock.

Convention met, agreeably to adjournment.

The list of questions contained in a circular previously distributed, was taken up, and answers read or given verbally by several members of the convention. These reports possessed considerable interest.

Resolved, That a committee of 11 be appointed to consider the expediency of establishing an Academy in the city of Philadelphia or elsewhere, for the instruction of teachers; and submit a plan for its organization to this Convention.

Committee are Messrs. Wright, Value, Brown, Dodge, Neville, Beck, Ashton, Holbrook, Keagy, Alden, Eastman.

Adjourned till 8 o'clock to morrow morning.

Wednesday, Aug. 19, 8 o'clock.

The Convention met. Mr. Hoopes, at the request of the body, concluded his remarks of yesterday in relation to the *Cicuta*, and other Botanical specimens.

Mr. Holbrook addressed the Convention in affirmative of the first query reported by the committee.

Dr. Worthington gave a succinct history of the origin and progress of the "Chester County Cabinet of Natural Science."

Mr. Parsons followed in a few pertinent remarks upon the value of cabinets of minerals, philosophical apparatus, &c.

Rev. N. Dodge succeeded on the same subject.

Mr. Holbrook enforced the affirmative of the query by exhibiting several "foliums," with specimens, &c.

Wednesday afternoon, Aug. 19.

The convention met at 2, P. M. Dr. Keagy was chosen one of the Vice Presidents of the convention, in the absence of Mr. Beck.

Dr. Fussel, of Kennet, Dr. S. Stebbins, of Lionville, and John Griscom, of Philadelphia, appeared and took their seats as members of the Convention.

A communication from A. Bitner, jr. of Manor township, Lancaster co. containing an interesting statement of the condition of the district and other schools in said county, was read and laid on the table.

Letters from the Secretary of the American Lyceum, from the Principal of the Harrisburg Academy, and from Samuel Cross, Principal of a Select Academy, were read and similarly disposed of.

Dr. Darlington, from the committee appointed to prepare a constitution for a State Lyceum, made a report, which was accepted—considered by section—and adopted, as follows.

CONSTITUTION OF THE PENNSYLVANIA LYCEUM.

Article 1. This Association shall be called "The Pennsylvania Lyceum."

2. The objects of the Society shall be the advancement of Education throughout the State, especially through the medium of Schools and Lyceums, and to co-operate with other Lyceums in the diffusion of useful knowledge.

3. The members of the society shall consist of Delegates from the several County Lyceums, and kindred institutions in the State, each of which shall have a right to send five delegates; but any member of a County Lyceum, or any kindred institution, may participate in the discussions and other exercises of the society, without having the privilege of voting.

4. The officers of the Lyceum shall be a President, five Vice Presidents, a Recording and Corresponding Secretary, a Treasurer, and nine Curators, to be appointed by ballot annually.

5. The Lyceum shall hold an annual meeting to receive reports from the several county and other auxiliary Lyceums, upon the object of their association; to hear discussions, addresses and lectures; and to devise and adopt measures to introduce an uniform and improved system of Education throughout the State.

6. Special meetings may be called by the President, upon the request of ten or more members, or of a county Lyceum, stating the object of such call; of which notice shall be given in five or more newspapers in the

State, or in such way as may be provided by the by-laws, at least six weeks before said meetings shall be held.

7. All apparatus, books, and specimens belonging to the Lyceum, shall be under the care of the Curators; who shall be the executive committee and general agents of the society.

8. This constitution may be altered or amended, at any regular meeting, by a vote of two-thirds, provided the members present shall not be less than fifteen.

BY-LAWS.

Art. 1. The time and place of meeting of the Lyceum shall be fixed at each previous meeting.

2. The rules and orders of the Lyceum shall be in accordance with parliamentary usages.

After the signing of the Constitution, a committee was appointed to nominate officers for the ensuing year.

The committee are Messrs. Holbrook, Darlington, Value, Simmons, Rupp, Johnson, Bleck.

In the absence of the committee, Mr. Dodge, Dr. Keagy, Mr. Brown, and Mr. Thomas D. James, favored the convention with a highly interesting account of their improved method of teaching youth by oral instruction, and the use of *things* rather than of letters and words. [We were so much struck with the novelty and sound philosophy of their views on this subject, that we at once determined to know more, and tell the public what we learn, in this matter.] This interesting exercise was concluded by a plain, practical, and somewhat humorous glance at the errors and absurdities of past and existing schemes of instruction, by the President of the body.

The committee appointed to nominate officers made report; which was accepted; whereupon it was agreed to ballot for officers after an adjournment. Adjourned till 7½ o'clock.

Evening Session.

Convention met. The name of Dr. Jesse W. Cook, of West Chester, was enrolled among the delegates to this body.

Convention proceeded to ballot for officers. The following gentlemen were declared to be unanimously elected, viz:—

President,

JONATHAN ROBERTS, Mont'ry. Co.

Vice Presidents,

Dr. J. M. KEAGY, Philadelphia,
JOHN BECK, Lancaster county,
JACOB WEAVER, Cumberland,
JOHN H. GORDEN, Bucks,
JONATHAN GAUSE, Chester.

Corresponding Secretary,

John Simmons, Philadelphia.

Recording Secretary,

E. F. Bleck, York.

Treasurer,

Rev. N. Dedge, Philadelphia.

Curators,

Victor Value, Philadelphia,
J. H. Brown, Do.
Thomas D. James, Do.
Joshua Hoopes, Chester,
Samuel Cross, Dauphin,
J. D. Rupp, Cumberland,
Lemuel H. Parsons, Bucks,
John F. Hay, Carlisle,
N. R. Smith, Pittsburg

On motion, Resolved, that the thanks of this convention be presented to the officers for the impartial and efficient manner in which they presided and conducted business.

Resolved, That the thanks of this Convention be presented to the citizens of the borough and county, for the use of the house during the session of this Convention.

Resolved, that Messrs. Holbrook, W. Darlington, M. D. and S. Siegfried, be a committee, in connection with the Secretaries, to prepare and publish the proceedings of this convention.

The convention then adjourned *sine die*.

The Lyceum was immediately organized, and proceeded to business.

Resolved, That the first annual meeting of the Lyceum be held at York, on the second Tuesday of August, 1836.

Resolved, That Joshua Hoopes, N. Dodge, J. Simons, L. H. Parsons, and J. Holbrook, be appointed delegates to attend the annual meeting of the American Lyceum, at New York, in May next.

Resolved, That the Curators be authorized to fill vacancies in the delegation.

Adjourned till 8 o'clock to-morrow.

Thursday morning, Aug. 20, 1835.

The Lyceum met agreeably to adjournment.

On motion of Mr. Holbrook, Resolved, That the several specimens of minerals, &c. and books presented to the Lyceum, be placed in the hands of the Curators.

The following resolutions, were unanimously adopted, viz.

Resolved, That the cultivation of the generous, benevolent and other moral faculties of children ought to be considered the foundation work of education, both in schools and families.

Resolved, That the only effectual mode of cultivating moral faculties is by practical exercise of them in acts of kindness and generosity.

Resolved, That Natural History, or the study of minerals, plants and animals, is peculiarly appropriate as an elementary study for children, and that it greatly accelerates their progress in spelling, reading, writing, geography, arithmetic, and all other branches usually taught in schools.

Resolved, That Cabinets of Natural and artificial productions for the use of Lyceums and schools and families, collected by young people generally, are eminently calculated to promote useful knowledge, *prevent vice*, and produce elevation of intellectual and moral character, in individuals and nations—and that such Cabinets may be easily obtained.

Resolved, That a general system of exchanges in specimens of nature and art, by Schools and Lyceums, in all parts of the country would be well calculated for the diffusion of useful knowledge, to strengthen the bonds of our National Union, and for the promotion of universal education.

Resolved, That practical Geometry, embracing Drawing and Mensuration, is of the first importance as a fundamental branch of *common practical education*, and that it furnishes exercises peculiarly appropriate and agreeable to young children.

Resolved, That it is of fundamental importance to secure the influence and aid of females in the promotion of intelligence and sound morals, and that all ladies engaged or interested in teaching ought to be invited to become members of Lyceums that are or may be formed throughout the State.

Resolved, That the organization of *County Lyceums* ought to be selected as the first step to be taken towards accomplishing the purposes of the State society, and that township, neighborhood, school and family Lyceums are appropriate and important objects to be aimed at by said county societies.

Resolved, That it be a prominent and an immediate object of the officers and members of the State Lyceum of Pennsylvania to encourage and aid the furnishing of Schools and Lyceums in counties, townships, neighborhoods, schools, and families, with Cabinets of Natural and artificial productions.

Resolved, That the "Chester County Cabinet of Natural Science," and all similar County institutions which are now organized in the State, be requested to act as County Lyceums, and immediately to take such measures towards the formation of district cabinets, as they may deem expedient.

Resolved, That ladies who are friendly to the cause of Education, be respectfully invited to attend the meetings of the Pennsylvania Lyceum, whenever or wherever held.

Resolved, That the board of officers of this Lyceum be instructed to procure or recommend at their discretion an Agent or Agents to act in behalf of the Society.

Resolved, That it would be highly gratifying to this Lyceum, if Messrs. J. Holbrook and Rupp would consent to enter into an engagement with the Ex. Committee to act as agents for the establishment of Lyceums and the promotion of popular education throughout the State, during such time as shall by them be found practicable.

Resolved, That the publication committee of the Convention be also constituted a publication committee for the Lyceum.

Resolved, That the cordial thanks of this Lyceum be presented to Mr. Josiah Holbrook, of Boston, for his indefatigable and highly successful efforts, in promoting the cause of Education.

The Lyceum having concluded its business, adjourned to meet at York, on the 2d Tuesday in August, 1836.

A CHALLENGE.—Three gentlemen in West Chester, have offered to do as much in procuring specimens of *plants*, to present to Lyceums which may be formed in each of the forty-four townships, in Chester county, as the whole borough of West Chester, besides, will do in furnishing collections of *minerals* for the same object. The challenge was promptly accepted, and both parties are upon the alert in preparing for the conflict on the 15th of the coming September; not with sword and pistol, but with weapons of plants and minerals as pure, as harmless and as beautiful, as they come from the Hand which "formed every plant which is good for food and pleasant to the sight, and which weighs mountains in scales and hills in a balance, and takes up the isles of the sea as a very little thing."—*Village Record*.

THE REGISTER.

PHILADELPHIA, AUGUST 29, 1835.

We observe that the "Chester County Cabinet of Natural Science" in accordance with the recommendation of the Convention, have already invited an *Education Convention* for that County to be held in West Chester, on the 12th September, for the purpose of adopting measures preparatory to organizing Township Lyceums. We trust other counties will soon manifest an interest in this important subject by following the example of Chester County.

The Banks have discontinued receiving *fippenny*-bits at a greater value than five cents—so have most individuals.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 10. PHILADELPHIA, SEPTEMBER 6, 1835.

No. 340

SWEDISH FAMILIES.

To many families the following list of Swedish ancestors will prove interesting, it is extracted from the memoirs of the Historical Society, appended to the translation of Campanius.

A list of the Swedish Families residing in New Sweden in the year 1693, with the number of individuals in each family.

Heads of Families.	Persons.	Heads of Families.	Persons.
Peter Rambo, sen.	2	Elias Tay,	4
Peter Rambo, jun,	6	Jonas Stillman,	4
Johan Rambo,	6	Casper Fisk,	10
Anders Rambo,	9	Staphan Ekhorn,	5
Gunnar Rambo,	6	Peter Dahlbo,	9
Capt. Lasse Cock,	11	Otto Dahlbo,	7
Erie Cock,	9	Johan Mattsson,	11
Måns Cock,	8	Antonij Long,	3
Johan Cock,	7	Nils Mattsson,	3
Gabriel Cock,	7	And. Persson Longaker,	7
Anders Bengtsson,	9	M rtan Knutsson,	6
Anders Bonde,	11	Nils Frende's widow,	7
Sven Bonde,	5	Anders Frende,	4
Johan Svensson,	9	Reiner Peterson,	2
Gunnar Svensson,	5	Anders Hindricksson,	4
Anders Nilsson,	3	Johan Von Culen,	5
Brita Gostafson,	6	Hindrich Faske,	5
Gostaf Gostafson,	8	Johan Hindricsson,	5
Jonas Nilsson,	4	Johan Arian,	6
Nils Jonsson,	6	William Cabb,	6
Måns Jonsson,	6	Hans Kyn's widow,	5
Anders Jonsson,	4	Chierstin Stalcop,	3
Jon Jonsson,	2	Lucas Stedham,	7
Hans Joransson,	11	Lyloff Stedham,	9
Måns Staake,	1	Adam Stedham,	8
Peter Stake, alias Pe-		Asmund Stedham,	5
tersson,	3	Benjamin Stedham,	7
Marten Martensson, sen.	3	Brita Petersson,	8
Marten-Mattensson, jun.	10	Joran Anderson,	5
Mats Martensson,	4	Broor Seneca,	7
Otto Ernst Cock,	5	Jesper Wallraven,	7
Michel Nilsson,	11	Jonas Wallraven,	1
Peter Jocom,	9	Conrad Constantine,	6
Johan Bonde,	1	Olle Thomasson,	9
Johan Scute,	4	Peter Palsson,	5
Matts Hollsten,	7	Johan Ommerson,	5
Johan Stille,	8	Mathias De Foff,	6
Anders Wihler,	4	Christiern Joransson,	1
Mans Gostafson,	2	Carl Springer,	5
Nils Laican,	5	Israel Helm,	5
Eric Molica,	8	Anders Homman,	9
Jonas Kyn,	8	Olle Diricksson,	7
Matts Kyn,	3	Anders Lock,	1
Bengt Bengtsson,	2	Måns Lock,	1
Christian Classon,	7	Hans Petersson,	7
Nils Gastenberg,	3	Hiddrich Collman,	1
Eric Gastenberg,	7	Jöns Gostafsson,	3
Lars Bure,	6	Johan Hoppman,	7
Lars Johansson,	8	Frederich Hoppman,	7
Didrich Johansson,	5	Anders Hoppman,	7
Peter Stillman,	4	Nicholas Hoppman,	5
Frederick Königh,	4	Måns Hallton,	9

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Heads of Families.	Persons.	Heads of Families.	Persons.
Johan Andersson,	9	Thomas Dennis,	6
Olle Pehrsson,	6	Anders Robertsson,	3
Lars Pehrsson,	1	Robert Longhorn,	4
Hans Olsson,	5	Anders Didricsson,	1
William Talley,	7	Peter Stalcop,	6
Hindrich Iwarsson,	9	Jöran Bagman,	3
Johan Skrika,	1	Eric Goransson,	2
Matts Skrika,	3	Jöran Joransson,	1
Olle Paulsson,	9	Lorentz Ostersson,	2
Johan Stillman,	5	Johan Hindricsson,	6
Hindric Parchon,	4	David Hindricsson,	7
Simon Johansson,	10	Carl Petersson,	5
Johan Grantum,	3	Jsaac Savoy,	7
Bengt Paulsson,	5	Olle Fransson,	7
Lasse Kempe,	6	Lars Petersson,	1
Göstaf Paulsson,	6	Matts Repott,	3
Hans Gostafsson,	7	Olle Stoby,	3
Johan Andersson,	7	Matts Stark,	3
Hindrich Jacobsson,	4	Johan Stalcop,	6
Jacob Van der Weer,	7	Israel Stark,	1
Cornelius Van der Weer,	7	Matts Tossa,	1
William Van der Weer,	1	Staphan Joransson,	5
Jacob Van der Weer,	3	Lars Larsson,	7
Hans Petersson,	5	Christiern Thomos's wi-	
Paul Petersson,	3	dow,	6
Peter Petersson,	3	Paul Sahlunge,	3
Peter Mansson,	3	Lars Halling,	1
Johan Mansson,	5	Paul Mink,	5
Hindrich Tossa,	5	Johan Schrage,	6
Johan Tossa,	4	Nils Repott,	3
Thomas Jonsson,	1	Hindrich Jacob,	1
Jacob Clemsson,	1	Matts Jacob,	1
Olle Resse,	5	Anders Seneca,	5
Jacob Classon,	6	Johan Hindersson, jun.	3
Hindrich Andersson,	5	Anders Weinom,	4
Lucas Lucasson,	1	Lars Larsson,	1
Hans Lucasson,	1	Hindric Danielsson,	5
Olle Kuckow,	6	Olle Thorsson,	4
Hindrich Slobey,	2	Jonas Skagges's widow,	6
Christopher Meyer,	7	Lars Tossa,	1
Hindrich Larsson,	6	Goran Ericsson,	1
Matte Ericsson,	3	Jacob Hindricsson,	5
Eric Ericsson,	1	Peter Lucasson,	1

188 Families—907 Individuals.

HISTORY OF THE UNIVERSITY OF PENNSYLVANIA.

In the last volume of the Memoirs of the Historical Society of Pennsylvania, is published a pretty full history of this Institution, from which we propose to make some extracts as connected with the history of Education in this State. The article is written by Dr. Geo. B. Wood, who had access to authentic documents, and has furnished a very interesting account of this important School from its origin to the year 1827.

CHAPTER I.

Early Education in Philadelphia.—Establishment of the Academy.—Incorporation of the College.

In newly settled countries, the necessity of providing

for present subsistence, and the desire of securing those comforts which previous habit has rendered indispensable to the enjoyment of life, are apt to divert the attention from objects of less immediate interest. The settlers, while contending with the physical difficulties of their new situation, have little regard for the intellectual wants of their offspring; and forgetting, or imperfectly appreciating the advantages they had themselves enjoyed in early life, think that they perform all the duty of parents, by procuring for their children an exemption from those inconveniences, which they have learned to regard as the greatest evils. Education, therefore, is more or less neglected; and it not unfrequently happens, that the community, contrary to the usual course of events, falls back, for the first generation, towards a state of ignorance, instead of advancing in knowledge and civilization. This remark applies, to a certain extent, to the early period of our own history. Though a few individuals born and educated in the colonies, were elevated into distinction by the force of native talent, yet the great majority of those who were remarkable for literary attainments, had either emigrated from the mother country, or had received their education in her schools.

The first colonists of Pennsylvania, were, perhaps, less negligent in providing the means of elementary instruction, than those of most of the other settlements. In the year 1689, only seven years after the foundation of Philadelphia, a public school was established in this city, by members of the Society of Friends, which was incorporated in 1697, and after undergoing various changes in its organization, received, in 1711, a final charter from William Penn. Fifteen "discreet and religious persons, of the people called Quakers," were constituted a Board of Overseers, and were vested with all the property and privileges of the corporation, together with the right of supplying vacancies in their own numbers. George Keith, a native of Aberdeen, a man of learning, and famous in the history of the Friends, was the first teacher employed. In the school were taught the Latin language, the Mathematics, and the rudiments of an English education. Though supported by funds derived from the Society of Friends, and under the exclusive direction of members of that society, it was open indiscriminately to individuals of all religious denominations; and for more than sixty years, continued to be the only public place of instruction in the province.

But, before the end of this period, the school had become entirely inadequate to the demand of a rapidly increasing population; and though private schools were not wanting, still the means even of elementary education were very deficient.* In the higher branches of knowledge, instruction was accessible only to the sons of the wealthy, who were able to support the expense of a residence abroad, either in the mother country, or in one of the older colonies of New England. There was, therefore, an ardent demand for a seminary, founded upon liberal principles, and embracing within its plan all those subjects of study, which are necessary to qualify the youth of a growing and prosperous community for the performance of the various duties of public and private life.

A want so obvious could not escape the penetration of our great Franklin; and, with his active and patriotic spirit, to be convinced of any public deficiency, was at once to use every exertion for its supply. His attention was accordingly directed, at a very early period, to the means of extending the benefits of education in the city

and province; and in the year 1743, he drew up the plan of an academy, which he communicated to the Rev. Richard Peters, with the hope, that, as this gentleman was then out of employ, he might be induced to take upon himself the superintendence of such an establishment. Failing, however, in obtaining the desired co-operation, and occupied with other public affairs, which appeared to be of more pressing importance, he dropped the scheme for the time; and the war which soon afterwards broke out between Great Britain and France, the effects of which were extended to the colonies, prevented its renewal for several years. Upon the conclusion of the peace of Aix la-Chapelle, and the consequent restoration of tranquillity in the provinces, his thoughts reverted to the subject; and in the year 1749, he entered with zeal upon such measures as he supposed would most promote the success of the project. As the first step, he endeavoured to interest in his favour several friends; of whom Thomas Hopkinson, Tench Francis, and the Reverend Richard Peters, seem to have been the most active and efficient. Having secured their approbation and assistance, he next proceeded to write and publish a pamphlet, entitled "Proposals relative to the Education of Youth in Pennsylvania," which he took care to circulate extensively among the most respectable inhabitants of the city. The proposals attracted much attention, and several of the most influential citizens, to the number of twenty-four, having met together, determined to associate themselves into a Board of Trustees, for the purpose of carrying the design into effect.* Their first object was to establish certain regulations for their own government. It was determined that they should not "for any services by them as trustees performed, claim or receive any reward or compensation." It was also determined, that the original number of twenty-four, should "always be continued, but never exceed upon any motive whatsoever;" and that vacancies should be supplied by the choice of the board from among the inhabitants of Philadelphia, or persons residing in its immediate neighbourhood. These rules were established as fundamental, and declared to be unalterable: others were also drawn up, adapted to the object in view, but alterable at the pleasure of the board. They were signed by the trustees on the 13th of November, 1749.

Having thus constituted themselves governors of the proposed institution, they proceeded to provide funds for its establishment; and on the day following that of the signature, very liberally subscribed among themselves a sum exceeding two thousand pounds, to be raised in five yearly payments, "declaring it to be for the encouragement of their useful, good, and charitable undertaking; and to establish themselves and their successors to begin, promote, continue, and enlarge the same, humbly hoping, through the favour of Almighty God, and the bounty and patronage of pious and well disposed persons, that it might be of great and lasting benefit to the present and future rising generations."—To the amount thus contributed, very considerable additions were afterwards made by subscriptions among the citizens, by gifts and legacies from charitable individuals, and by various other means which will be noticed more particularly hereafter. But as these funds

* It appears from an extract from a journal of the Council, given by Proud, in his History of Pennsylvania, that a school was opened in Philadelphia, so early as the year 1683, by Enoch Flower, a native of Wiltshire, who taught reading, writing, and casting accounts, for eight shillings a quarter.

* Among the names of those gentlemen are many which are still well known and highly esteemed in Philadelphia. They were James Logan, Thomas Lawrence, William Allen, John Inglis, Tench Francis, William Masters, Lloyd Zackary, Samuel McCall, Jr. Joseph Turner, Benjamin Franklin, Thomas Leech, William Shippen, Robert Strettell, Philip Syng, Charles Willing, Phineas Bond, Richard Peters, Abraham Taylor, Thomas Bond, Thomas Hopkinson, William Plumstead, Joshua Maddox, Thomas White, and William Coleman. Benjamin Franklin was chosen president, and William Coleman treasurer of the board.

were not immediately available, it was necessary, in the commencement, to have recourse to a loan, and the trustees accordingly borrowed eight hundred pounds, on their own joint bond.

The next object was to procure a suitable building; and in this, they were remarkably fortunate.* The celebrated Whitfield had arrived in America a few days before this period. Though excluded from the churches of Philadelphia, and compelled to preach in the fields, such was the power of his eloquence, that immense crowds were collected to hear him, and a fervor of religious feeling was excited in the community, of which the annals of the country had afforded no previous example. In this state of the public mind, it was proposed to erect an edifice, which might serve the double purpose of a charity school, and a place of public worship for Whitfield, and other ministers of the gospel, similarly circumstanced. Little difficulty was experienced in obtaining adequate subscriptions; a lot was procured in Fourth, near the corner of Mulberry street, and a large building was speedily raised, which is still standing, and well known to Philadelphians by the name of *the academy*.† At that time, however, it was called *the new building*, and as people of almost every religious denomination had been concerned in its erection, it was vested in trustees selected from different sects, among whom were Whitfield and Franklin. But the lot having been purchased on ground rent, and money having been borrowed for the completion of the building, the trustees, after the expiration of a few years, found themselves involved in an increasing debt, which the subsidence of the original enthusiasm left them without the means of discharging. Things were in this condition, when the project of an academy was announced. It was thought that the objects of both establishments might be attained by a combination of their resources; and as Franklin was a member of each body of trustees, an agreement was effected, by his agency, satisfactory to both parties. A conveyance of the new building was made to the trustees of the academy, on the conditions, that the debt, now amounting to nearly eight hundred pounds, should be discharged; that a free-school should be maintained on the premises; and that in the house already built, or in one to be built for the purpose, a place of worship should be set apart for the occasional use of such ministers of the gospel as the trustees might judge qualified to "teach the word of God;" and especially, that its free and uninterrupted use should be permitted to the Rev. Mr. George Whitfield, "whenever he should happen to be in the city, and desire to preach therein." These conditions have been complied with; and to this day a charity school has been maintained, and a room kept open in the building, for the convenience of itinerant preachers.—This transaction took place in December, 1749; but, as many alterations were to be made in the edifice to fit it for the new purposes to which it was to be applied, and the trustees were desirous of carrying their design into immediate effect, it became necessary to procure temporary accommodations; and the schools were first

opened in a private house. It was not till the commencement of the year 1751, that they were introduced into the new hall; on which occasion, the usual solemnities were observed, and a sermon was preached by the Rev. Richard Peters *

The views of the trustees were at first wisely directed to the communication of that elementary knowledge, which is most essential to the citizens of a rising community, and the acquisition of which is a necessary step towards the attainment of the higher branches. For the present, therefore, they restricted their establishment within the limits of a simple academy, deferring a further extension of the scheme, till the success of their first efforts should have demonstrated its practicability, and smoothed the way for its accomplishment.

In the academy were embraced one school for the Latin, one for English, and one for the mathematics, under the care of three masters with their assistant ushers, the principal of whom had the title of rector. A charity school was also opened, in which the children of poor citizens were instructed gratis. It is worthy of observation, that among the teachers originally employed in the academy was Charles Thompson, afterwards rendered conspicuous by his office of secretary to the Revolutionary Congress, and venerable in the recollection of Philadelphians for his virtues and abilities, as well as for the advanced age which he attained. He was, during four years, one of the tutors in the Latin school, at the end of which time he left it in pursuit of other business, having discharged the duties of his office with entire satisfaction to his superiors.

Finding the schools to prosper, and to present a good prospect of permanent usefulness, the trustees resolved to apply for a charter, which was readily granted them by the proprietors. By this instrument, which bears date July 13th, 1753, they were incorporated by the name of the "Trustees of the Academy and Charitable School in the province of Pennsylvania."

A continuance of prosperity soon induced them to extend their views beyond the limits within which they had originally restricted themselves. To the branches before taught, were now added logic, rhetoric, natural and moral philosophy; and it was as a teacher of these sciences that the Rev. Wm. Smith, who in the future became highly distinguished, was introduced into the institution. The study of the Greek language was joined with that of Latin; and a course of instruction having thus been adopted equal in extent to that usually pursued in the highest seminaries, nothing more was requisite to place the academy of Philadelphia on the footing of a collegiate establishment, than the right of assuming the title, and the privilege of conferring degrees upon the students. The hope of obtaining collegiate honours has always exercised a powerful influence over the youthful mind; and every seminary, however extensive may be its plan, and whatever the qualifications of the teachers, must labour under great disadvantages, if destitute of that command over the diligence of its pupils, with which the power of giving or withholding these honours invests it. As the effects of this deficiency in the academy began to be experienced in the desertion of some of the best students, who sought in other seminaries that testimonial of their proficiency which was denied them in their own; it was recommended by the teachers to the board of trustees, that application should be made for such additions to their charter as might invest them with the rights of a collegiate body. The application was accordingly made; and an additional charter was granted by the proprietors, dated June

* I find it mentioned on the minutes of the board of trustees, that a lot of ground in Sixth street was offered to them by James Logan, upon which to erect an academy, "provided it should be built within the term of 14 years." The offer was declined, as "*the new building* was, in all respects, better suited to their present circumstances and future views." The trustees, however, expressed "a most grateful sense of his regard to the academy," and returned him "their sincere thanks for his kind and generous offer."

† It may be proper to state, that one half of this building has been recently removed, and a church erected on its site, by a society of Methodists.—*December, 1833.*

* This gentleman, though a clergyman, was employed in the secular office of provincial secretary. He was a man of high standing, and very considerable influence; and was the successor of Franklin in the presidency of the board of trustees.

16th, 1755, by which the former style of the board was changed into that of "The Trustees of the College, Academy, and Charitable School of Philadelphia," and all the powers conferred upon them, which are usually attached to such a title. The condition, however, was annexed to this charter, that the trustees and professors, before entering on the performance of their offices, should respectively take and subscribe the customary oaths or affirmations of allegiance to the King of Great Britain.

[To be Continued.]

ST. CLARE'S NUNNERY, NEAR PITTSBURGH.

TO THE PUBLIC.

The removal of the members of the institute of St. Clare, from their late residence, commonly styled "the Pittsburgh nunnery," having given occasion to some malignant reports, prejudicial to the character of these ladies, I deem it right to state the real cause of this measure. Some time since a member of the institute, who had been engaged in teaching a school in Michigan, came to the institution, and was dismissed the same evening, as she was not furnished with the usual document certifying the will of the superior. The Bishop of Detroit, who is invested with the authority of provincial of the order, soon after sent an order for her admission; but the lady in charge of the institution, declined to obey, alleging that it was not compatible with the rules of the institute. She was subsequently introduced into the community against the will of the members, who have continued to reclaim against the measure. This resistance to authority was, I am convinced, the sole cause of the ecclesiastical censures, which the prelate inflicted. I am conscientiously persuaded that no ground whatever exists for any charge of immorality, and that no measure was adopted by the bishop on any such ground. As to the proceedings by which they have been ejected from their residence, I am unable to state how far they were authorised by him.

In regard to the attempt made to connect a fact of a disgraceful nature with the community, and to involve, likewise, the character of the respectable pastor of St. Paul's, I presume the public are now fully aware that it is entirely destitute of foundation. The evidence which is ready to be laid before the public tribunals, when the suits for slander which are now pending, shall be tried, will remove every shadow of doubt on this subject.

FRANCIS PATRICK KENRICK, bishop, &c.

Pittsburgh, August, 1, 1835.

On which the Pittsburgh Advocate observes—

"We are glad to learn that the whole history of the late proceeding at this institution, which have been the theme of so much speculation and private injury will be published in a short time. We know the gentleman who has charge of the materials, and can promise that from his talents, full knowledge of the whole affair, and unimpeachable integrity, the public may look for some curious and interesting developments, which if we mistake not, will blanch the cheeks of some who are now the busiest and loudest bawlers against "slanders, defamation, &c."

The public will wait the "developments" spoken of. The "malignant reports" of which the bishop speaks, are of an appalling character—as that a parent recently called to see his daughter, and was refused admittance. He, therefore, rallied some friends to assist him, and on accomplishing his entrance, found his daughter a mother! She, among many others, had been sent there to be educated; and it is added that "several of the other young ladies were in a very delicate situation!" But worse still. We quote: "on searching the secret subterranean recesses of this priest's scraglio, many dead

infants were found entombed within them, to the utter horror and astonishment of the beholders!"

It will require very strong proof, indeed, to make us believe that any thing like these have happened. To say nothing about *principle* in this matter, it was so evidently against the *interest* of the parties that, we think, it *could not* have occurred. The preceding reports are gathered from a Cleveland paper. We do not believe that there is the least foundation, in truth, for them.

To the just Protestants of Pittsburgh:

Much to be deplored is the spirit of the times, which renders it necessary for me, after a period of almost nine years spent with approbation and an unblemished name in the Catholic ministry of this state, and possessing the utmost confidence of a large and respectable congregation in this city, thus publicly to appeal to you in self vindication against the slanderous tongues, which in my recent absence on account of ill health, so wantonly and basely assailed my character. Were those slanders confined to the region of Pittsburgh, and those places where I am known, there would be little to apprehend from the consequences; the tale of falsehood would carry with it its own confutation, and I would be disposed to regard them with silent contempt. But assured of the wide and rapid spread of those infamous rumors, and the additional colouring they assume as they are repeatedly told or pass through the bigoted pages of the sectarian press, I deem it a duty I owe not only to myself, but to justice and truth, to put to silence and shame the maligners of my reputation, by a simple statement of the following facts:

1. It is a fact, that for the last two years and upward, I have had no connexion whatever with the convent of Mt. Alvernia, near Alleghenytown, except as a *rare* visitor, and even so by special request or invitation. With the spiritual or temporal director of that community or their school, I have had nothing to do. Neither am I concerned in their late removal. They had, and have to this day, for their chaplain, an aged priest, the Rev. F. Van De Weyer, whose age and acknowledged virtue elevate him above suspicion, even in the jaundiced eye of anti-Catholic defamers.

2. It is a fact that the recent removal of the nuns originated, not from any exposure from latent vice—in this they challenge the most rigid scrutiny—but simply from a family dispute about authority, which they refused to recognize in the person of the provincial, the Right Rev. Prelate of Detroit, who, in consequence of that refusal, and as legitimate proprietor of the establishment, appointed agents for its management. Of the justice or propriety of their removal, it is not my province, and therefore I forbear to speak. But this I say, that to the piety and virtue of these females, however they may be mistaken on a point of jurisdiction, there are many unsuspected and irreproachable witnesses.

3. It is a fact known to more than 2,000 persons present on the occasion, that on Trinity Sunday, the 4th of June, I announced from the pulpit in St. Paul's church, my intention to retire on a *tour of health* for a few weeks, during which the Rev. Mr. Carrell had agreed to officiate in my place. Many Protestants and some Presbyterian ministers were present at the time in the church, who can testify to the fact. My departure therefore, could not be termed an "*elopement*" nor could it be a "*secret*" or "*mystery*" to any one in Pittsburgh, who was curious to know, save to those "dreamers of dreams," those bigoted slanderers, who to accomplish their end do not scruple to blacken the fairest character, by the most wantonly wicked fabrications. It is well known that since the death of the Rev. Mr. Maguire, I have been alone to sustain the pastoral charge of one of the largest congregations perhaps in the U. S. And to one, who knows any thing of the duties of a Catholic pastor, it cannot appear strange, if a temporary respite should be deemed expedient. To me it was necessary. How unjust then, how barbarous and

wicked to seize on the circumstances of my absence, and publish it to the world, as the result of aggravated infamy about to be exposed! Since my elevation, unworthy as I may be, to the Catholic ministry of this state, my flock as well as my honor has been as dear to me as life, and many are the pledges in my possession of affection reciprocated. Let then the humane, let honorable men judge of the injury done me. Judge of my feelings when, in Philadelphia, after an absence of five weeks, I was informed, for the first time, of all the wicked things malice had been doing to ruin my character and ministry, and snap those sacred ties which religion had connected between me and a beloved congregation. That congregation indignant at this outrage on their pastor's reputation, assembled by their representatives to express their abhorrence of the imputation, and without waiting my return or consent, immediately took judicial proceedings against some of the principal offenders. To say I despise this malicious attempt would be insincere. I confess it has given me the deepest pain, and great is the injury it was calculated to inflict. Yet am I disinclined to litigation. At any time I would rather suffer loss than seek redress by such a course. But the measures already taken could not by me, in justice and propriety, be rescinded, unless a Christian disposition were manifested, and reparation corresponding to the injury made by those implicated in the offence. Although by the late events at Boston it has been more than obscurely proved how far anti-Catholic prejudice can pervert the courts of law and turn the scales of justice, especially when priests or nuns are concerned, yet we trust there is no Boston or Massachusetts here. It is hoped that in the law and its guardians in Pennsylvania, which, by the wise and humane policy of Penn., became one of the first asylums of religious freedom this side the Atlantic, sufficient stability and integrity will be found to secure to Catholics, and even priests, as well as to others, the impartial distribution of justice and equal rights. In this confident hope, I look for the vindication of my injured character, more precious to me than life, to the independent verdict of that law and an impartial jury of my Pittsburgh fellow citizens.

And therefore do I, respecting this unchristian attempt, without evidence or pretext, to vilify a community of pious women, who had associated themselves together for the promotion of virtue and education, and to couple my name—though wholly disconnected with them, as participating in the alleged infamy, I appeal to the just and honorable Protestants of Pittsburgh and the country. I appeal to the editors of Pittsburgh and elsewhere, who have given circulation to these base slanders, and I ask it as an act of justice, that they publish this contradiction in their respective papers, and thus evince their disposition to repair the evil they have done, by arresting a falsehood in its course.

JNO. O'REILLY, *pastor of St. Pauls.*

Pittsburgh, Aug. 4, 1835.

To the editor of the Advocate and Advertiser.

SIR: I beg to state in reply to the remarks of "a just Protestant," that the letter written by me which appeared in your columns, was not at all intended to prejudice the causes now pending before the public tribunals, or to exercise any unjust influence on public opinion. It was written in consequence of the representation of the highly respectable Protestant physician who attended the community, and who thought that the real cause of its dissolution should be at once stated, that the members might not any longer, by a cruel silence, be left open to the suspicions and charges which a portion of the press had circulated. I am no party to the transaction, as the government of the insti-

tution was in other hands, and I am in no way connected with the actions for slander.

Yours respectfully,
FRANCIS PATRICK KENRICK, *bishop, &c.*

Pittsburgh, Aug. 11, 1835.

CANAL NAVIGATION.

The following highly interesting letter, from our townsman, on the subject of canal navigation, will attract, we should think, very general attention:

A letter to the editor of the Rail Road Journal.

SWIFT CANAL BOATS—STEAM CARRIAGES ON COMMON ROADS.

When at Glasgow I visited the "Paisley" and the "Forth and Clyde" canals; and as our country is very much interested in canal navigation, some memoranda relative to the *swift passage boats* on those two canals may not be uninteresting to your readers.

First, of the "Paisley canal," which has been the longest known, and is still most successful as regards quick travelling. This canal commences at Glasgow, and goes through Paisley (eight miles distant) to Johnston, where it terminates, 12 miles long; no lock in the whole distance. The boats are of iron, of one-sixteenth of an inch thick, 70 feet long, five feet nine inches broad, and weigh 16 cwt. 14 lbs. This is the weight of the iron part alone. The total weight of the boat, including the wood work, (the cabins are of this material,) fixtures, &c. is 33 cwt. and with 100 passengers, draws 19 inches aft and 18 inches forward. Two horses draw the boat in stages of four miles each; the pair of horses go only 12 miles per diem. There are four boats, which makes six journeys each, or twenty-four journeys for the whole each day. These boats have been running four years. They are generally full. They meet the greatest encouragement, and are very profitable to the proprietors, notwithstanding the fare is so very moderate. The charge is sixpence, in the after cabin, and ninepence in the forward, to Paisley, eight miles; to Johnston, 12 miles, the charge is ninepence in the after cabin, and 12 pence in the forward cabin. The time usually employed between Glasgow and Paisley is 50 minutes, or $9\frac{1}{2}$ miles per hour. This is the narrowest canal I ever saw, generally 30 feet wide and five feet deep. The captains of the boats on board of which I travelled, told me that on a narrow canal, such as this, the horses can pull a boat easier, *when travelling rapidly*, than on one of greater section. This, paradoxical as it may appear, is verified by the fact, that on the "Forth and Clyde" canal, which is of nine feet depth, and 68 feet breadth, the boats, which are nearly of the same dimensions (68 feet long, and $5\frac{1}{2}$ feet broad) as those on the Paisley canal, are drawn by three horses, with 70 passengers on board, and yet travel at about the same velocity as on the narrower and shallower canal. I asked these captains, and also a civil engineer of some eminence, whom I met on board, returning from Johnston, how they could account for this circumstance. Their reply was as follows:—On a narrow canal, say 30 or 40 feet wide, the boat passing swiftly through the water, throws the wave against the shore, which being thrown back again against the boat, raises it up, and thus propels it. The wave strikes the boat about two-thirds of its length from the bow. But if the canal were much wider, the boat would pass by before the *reflected wave* could reach the boat and thus give it aid. I give this explanation nearly in the words of these captains, and am responsible only for the correctness of the report of what they told me. I hope this will meet the eye of our distinguished countrymen, Gen. C.F. Mercer, chairman of the committee of internal improvements in the house of representatives, who advocates with so much ability *broad and deep* canals for transportation, as far more economical than narrow canals. I will now finish what I have to say

respecting the fast travelling on the "Forth and Clyde" canal.

This canal, as I have said above, is 68 feet broad by nine feet deep, and the iron boats are 68 feet long and 5½ feet broad, and when light, draw eight inches water, but with 70 passengers, draw 20 inches. This is when in a state of rest—when in rapid motion they draw less. There are three horses employed to each boat, and the passengers who get into the boats at Port Dundas (Glasgow) are set down at Port Hopetown (Edinburgh) in 6½ hours, a distance of 56 miles, or nearly nine miles per hour. It is necessary to explain to you that the passengers go only a part of the distance on the "Forth and Clyde" canal. They start from Port Dundas and go to Port Downie, (the commencement of the "Union canal," a distance of 24½ miles, which includes four locks. In the next half mile are eleven locks, which are avoided by the passengers being conveyed in omnibuses to boats in the "Union canal," which carry them on a level of 31 miles to Port Hopetown (Edinburgh.) I regret that I did not take a memorandum of the cost of these iron boats, which are light and beautiful vessels, and, being fearful of making a mistake, I do not quote from memory. On the Lancaster, Carlisle and Kendal canals, there are rapid boats, but not having travelled by them I do not give you any details. But if any of your readers feel an interest in the above remarks, and wish further information, I can with facility procure it, and will with pleasure communicate it to you. Since my return from the north I have called on Mr. Hancock, in company with Mr. T. one of the engineers of the Boston and Providence rail-way. We found that for the last two months the "Era" and the "Autopsy," have discontinued running, owing to the absence of Mr. Hancock in Ireland, whither he went with the "Era" for the purpose of ascertaining if he could profitably introduce locomotives on the roads of that country. He is now returned to London, and will, I am informed, recommence running these two engines on the metropolitan roads in a few days. Mr. T. and I also went to see Mr. Russell's steam carriage, recently arrived from Glasgow, which will, in a few days, ply regularly, in conjunction with others of this gentleman's make, between Hyde Parke corner and Hammersmith, (the commencement of the great western road out of London.) This carriage is by far the most tasteful of all the steam carriages I have seen. It is built exactly like the stage coaches of this country, except the dimensions are larger. The whole of the machinery is in the hind boot. The water and the coke are in a *tender*, or separate carriage on two wheels, behind the locomotive. This steam coach will carry six inside passengers sitting *vis a vis*, 14 outside on the roof, and six on the tender; total, 26 passengers. From the favorable terms in which I have heard Mr. Russell's engine spoken of, both here and in Glasgow, I feel a great curiosity to ride on it, and I will take advantage of the first opportunity to do so, and will report to you respecting it, as well as others which will no doubt be introduced as the spring advances. You may inquire, why did not Mr. R. remain in Glasgow? I will reply in nearly the words of the gentlemen who showed us this carriage. He said the prejudice against it was great, in consequence of the unfortunate accident by which 12 or 13 passengers were killed or wounded; that it was expedient to come to a distant part of the country. He told us, that for several months this engine plied between Glasgow and Paisley, and performed in a manner to give entire satisfaction; and in consequence, the stage coach proprietors and trustees of the road were alarmed lest this and others would gain so much in public estimation as to become regular coaches. They therefore resolved to drive it off, if possible. This they accomplished by *picking up* the turnpike, and putting fresh metal down in unusual and extraordinary quantities. Notwithstanding the road was made almost impassable, the engine was still continued, and plied regularly several times

each day for a whole month, and excited the admiration of all intelligent persons, that it *could* overcome such difficulties. It, however, was finally injured by being driven for so long a time over a road *so much worse than it was constructed for*, and one of the hind wheels getting into a hole (made by order of the turnpike proprietors,) it broke, and the carriage tumbled to the ground; four or five persons were killed, and eight or nine others seriously maimed and wounded. But none of them were hurt from the explosion of the engine, or the escape of steam, but from being thrown with great violence against the rough, new mettled road—the same kind of injury as would be received from a common stage coach breaking one of its wheels when travelling rapidly. I am informed that an action is brought by the owners of the steam carriage, as well as by several of the survivors and the friends of the deceased, killed by this melancholy event, against the road company, for obstructing the king's highway, and causing the injury and death of a number of persons, besides loss of property. Sanguine hopes are entertained that the guilty will be severely punished.

I forgot to tell you above, that the swell on the two canals, caused by the quick passage of the boat, is very inconsiderable.

I am, very respectfully, your obedient servant,

GERARD RALSTON.

P. S. The demand for rail-way locomotives is very great. I am sending nine to different parts of the United States, and both Mr. Robert Stephenson and Mr. Bury have orders to give them full employment for several months to come.

[CIRCULAR.]

To the Members of the Bar throughout the United States.

MARSHALL MONUMENT.

Philadelphia, 10th August, 1835.

SIR,—The subject on which we have the honour of addressing you, will, we are confident, require no apology on our part. It needs only to be mentioned, to excite in you a feeling responsive to that with which we are impressed.

The death of the late Chief Justice Marshall having taken place in our City, the Bar of Philadelphia lost no time in assembling, in order to deliberate on the honors to be paid to the memory of the illustrious deceased. Among other things, it was "*Resolved*, That it be recommended to the Bar of the United States, to co-operate in erecting a Monument at some suitable place in the City of Washington," and a Committee of thirty members was appointed, "to unite with their brethren in other parts of the State and Union, to carry that resolution into effect."

Owing to the indisposition of the chairman of that Committee, some delay occurred in calling it together. The same cause, however, continuing longer than was expected, the Committee met on the 31st of last month, and passed the Resolutions hereunto annexed, by which you will be informed of their general views, and of the authority under which we act.

The object of this letter is to solicit your earnest and active co-operation in this great design. We have reason to believe that the members of our profession throughout the Union are in general well disposed towards its execution. We have received offers of co-operation from different States, and from some of the most distant from us and from each other, as well by letters addressed to us by committees of the Bars of particular districts, as by the publication of the proceedings of others in the newspapers. Our hopes of success are sanguine, and we trust will not be disappointed.

Among the questions which have been asked of us, inquiry has particularly been made, as to what extent

and in what mode it was proposed to raise funds for the contemplated purpose. As to the extent or amount of the funds to be raised, you will easily understand that it is a subject on which we cannot give a positive answer, as it will depend on the zeal, the activity, and the liberality of our brethren in different parts of the United States. When we consider the number of the members of the Bar throughout the Union, and still more, when we reflect on the strong feeling which they have always evinced for the honor of the profession, and the memory of those who have contributed to its illustration, we cannot entertain the least doubt, but that a sufficient sum may and will be raised to defray the expense of a Monument worthy of ourselves and of the illustrious man whose name and fame it is intended to perpetuate, and, in any event, we cannot suppose but that enough will be collected for A MONUMENT, which can never be humble when deriving its splendour from the name to which it will be attached. But it is our earnest wish that it may be such as to reflect honour on the Bar of THE UNITED STATES.

With regard to the mode of collecting funds, we have considered that all the members of our profession are not equally favored with the gifts of fortune; we have had particularly in view the younger members, the hopes of our country, whose zeal and ardour, we know, are not inferior to those of their senior brethren; therefore, in the subscriptions of our own State, the general Committee thought proper to recommend, and in our immediate district to establish, as far as could be done, a very moderate scale, by limiting the amount of each subscription, so as not to exceed *ten dollars*, although a less sum will not be refused. In doing so, however, we have not meant to exclude individual liberality; it will be in the power of those who can afford and are willing to contribute beyond the amount stated, to indulge their generous spirit, either individually or by some concert among themselves, transmitting the amount immediately to the general treasurer, who will be hereinafter mentioned; but the subscription is limited, as we have said, to ten dollars, a sum which we believe there will be but few incapable of contributing.

This is the mode we have adopted for the Bar of our own City and County, leaving it to other Bars to adopt such system as they may think proper. We have desired that the money should be paid at the time of subscribing, and so far, this, our request, has been complied with. We are happy to inform you, that the subscription here is going on in a manner quite commensurate with our expectations.

As soon as we shall have collected a sufficient sum to enable us to form a correct idea of the expense to which we may venture to go for carrying our design into execution, we shall lose no time, with the assent of the General Committee, in preparing a suitable plan, and making the contemplated arrangements, to give to the contributors an opportunity, by their delegates, to take part in the selection.

Conceiving it necessary that the moneys to be raised should be kept together on the same spot, and placed in the hands of a person of acknowledged responsibility, we have thought that we could not do better than to appoint for our treasurer, SAMUEL JAUDON, Esq., the cashier of the Bank of the United States, whose name and character are known throughout the Union. We hope that the moneys collected, or otherwise contributed, will be transmitted to him as soon as possible.

It may not be improper to add, that the designation of those who are invited to contribute, is to be understood in the most liberal sense, embracing all who have been of the profession, though now retired, or filling judicial stations, or engaged in other pursuits; nor do we wish to exclude prothonotaries, sheriffs, and other officers intimately connected with the judiciary department, and entitled to be considered as our associates.

Should there be any who cannot conveniently subscribe, they may transmit their contributions to the treasurer before mentioned.

Thus, Sir, we have stated to you the whole of our views, and have entered into details as far as we have thought we might do so with propriety. We now earnestly beg, that you will use your utmost endeavours, and those of your friends, to promote the great object which is the occasion of this address to you. We hope and wish for the co-operation of every state, territory, and district, and of every county in the Union. Not being acquainted with all the gentlemen whose assistance may be essential, we have to request that you will communicate the substance of this letter, in such manner as you may deem best, to the members of the bar of your state.

If you should have any communications to make to us, please to direct them to WILLIAM B. REED, Esq., who acts as secretary to this Committee. They shall be respectfully attended to.

We have the honour to be,

With great respect, Sir,

Your most obedient, humble servants,

PETER S. DUPONCEAU,
JOHN SERGEANT,
HORACE BINNEY,
CHARLES CHAUNCEY,
J. R. INGERSOLL,
THOMAS DUNLAP,
WILLIAM B. REED,
PETER M'CALL,

Committee.

For the Register.

SCHOOLS.

Account of the Schools in Manor Township, Lancaster Co. Pa., communicated by A. Betner, Jr. Esq. Secretary of the Board of Directors of Public Schools — to the Education Convention.

"In the County there are ten printing presses and newspapers published.

Out of the twenty-five Townships in said County, twelve accepted the school law. Schools were opened and kept during the last winter in all those under the new law, except one or two Townships. In this district, (Manor Township,) there are 16 schools; in 14 of which public schools were opened and kept by the board 4 months during last winter, (two school houses were not given up by the trustees thereof.) 800 children were entered in these 14 schools—773 regular scholars received instruction in said 14 schools. The expense of the above schools per month, including fuel, &c. amounted to \$320. The State appropriation, amount received from the County Treasury, and tax on real estate did not enable the Board to continue schools longer than four months in the year, an additional tax was not voted nor could not be carried under the first law. By the amendments of last session of the Legislature, the Board have voted \$1800 to be levied on the inhabitants of said district; which, with the state appropriation, and the amount drawn from the county treasury, will enable the Board to keep the schools open from 9 to 10 months during this year.

I will also state, that less than 400 children were receiving instruction before the last year in all the schools in the township.

One of the greatest difficulties the board has met with, is the procuring of good teachers.

The Board is about opening public schools throughout the district.

DELAWARE RIVER.

PRINCETON, Nov. 19th, 1834.

To Garrett D. Wall, Peter I. Stryker, and John M. Sherrerd, Esquires, Commissioners of the State of New Jersey:

GENTLEMEN—In compliance with your instructions, I have made an examination of the Delaware River, at Wells' Falls, with a view of ascertaining the best mode of obtaining a supply of water for the use of the Pennsylvania Canal with the least injury to the navigation.

The plan proposed by Mr. Gay, is to extend the present Wing-Dam further up stream 216 feet; from this point construct a Dam 2 feet high above low water at the head of the Falls, across the River to the Eastern or Jersey shore—leaving a sluice-way 60 feet wide, and 300 feet long, for the passage of the descending trade.

The place proposed to locate this Dam, is about 550 feet below the head of the Falls. There is a descent in this distance of fifteen inches; making the height of the proposed Dam 3.25 feet. It appears to me that the descending navigation will be less liable to be injured, if the Dam is constructed about 200 feet nearer the head of the Falls; make the sluice walls 150 feet above, and extend them 500 feet below the dam. This will prevent the boats or rafts descending the River, from running on to some rocks which bound each side the channel, and are partially covered with water when the River is at a navigable height. By extending the sluice the above distance below the Dam, it will carry the crafts below the most dangerous part of the Falls, and will be of very essential service to the watermen in descending the River.

I would also recommend that some rocks, which crowd the channel, be removed, and the channel strengthened, which will have a tendency to lessen the hazard of descending the Falls.

If a connection is made between the River and the Pennsylvania Canal, by means of locks, at a suitable place below and above the Falls, the public will be secured in all the advantages of an ascending navigation which they now possess.

In order to form a connection between the Delaware and Raritan Canal Feeder and the Pennsylvania Canal, it will be necessary to connect the Feeder with the River, by means of a short Canal, and lock of 10 feet lift; and the Pennsylvania Canal by means of a guard lock or lift lock. If by a guard lock, to ensure a safe passage for boats across the River, it will be necessary for them to run up the Pennsylvania shore some distance, before it will be safe for them to venture out into the current of the River, for fear of being drawn over the Dam. By a reference to the Map, it will be observed that the water along the Pennsylvania shore, for a distance of about 100 feet, is quite shoal; consequently, it will be necessary to excavate a channel 3 feet below water; so as to admit boats of the same draft as the Pennsylvania Canal. The point to which this channel should be excavated is about 24 chains above the dam, to a place called Poplar Reef. From this point, to the place proposed to form a connection with the Feeder, there is a sufficient depth of water to float any crafts which can navigate the Canals.

I am apprehensive if this plan is adopted, that the channel will be liable to be filled with a deposit from the river, and subject to receive damage, in time of floods, and always be a source of difficulty and expense in keeping it in repair. To avoid this difficulty, I would recommend converting the present guard lock, into a lift lock—dispense with one of the combined locks, and make a Canal from the foot of the combined

locks, along the river bank to Poplar Reef, then lock into the River, by a lock of 7 feet lift. The water to supply the Canal should be taken in through a Sluice, below the guard lock.

Some more work will be required to be done at Scudder's Falls, before the navigation will be perfectly restored. The works contemplated by the Trenton Water Power Company, appears to be in quite an unfinished state; perhaps when they are completed, it will have a tendency to restore the navigation, without the necessity of a wing-dam on the western side of the channel, as proposed by Mr. Gay. I think, however, it would be well to extend the works 3 or 400 feet further up stream, so as to get such a distance above the Falls, that the Eddy made in consequence of the abrupt termination of the works, shall be entirely above the swift water, so that the deposit in the Eddy will not interfere with the channel in the Falls.

A map of Wells' Falls accompanies this report, with the sounding, as taken at low water; and the proposed points of location of the Dam and locks, to form a connection between the canals, laid down.

Respectfully submitted,

Gentlemen, your obedient servant,
E. A. DOUGLAS, Engineer.

The following is an estimate of the proposed works. It will be observed, that I have exceeded Mr. Gay in the estimate, which can be accounted for from the increased length of the Dam, Sluice walls and the proposed work for a connection, a much more perfect one:

Inlet Lock from the River to the Pennsylvania Canal, including the Canal from the combined locks, to Poplar Reef,	\$17,400
Inlet Lock and Canal to Delaware and Raritan Feeder,	19,780
Dam and Sluice walls,	15,300
Locks at Neely's, (of wood as estimated by Mr. Gay,)	8,900
Total,	\$61 380

E. A. DOUGLAS, Engineer.

From the Commercial List.

FISH, SALT AND PLASTER.

Cleared at Fairmont Locks, for the interior, from the opening of the Canal on the 19th March, to the 14th August, 1835—

Fish,	:	18,435 bbls.
Plaster,	:	6,141 tons.
Salt,	:	57,566 bushels.

Arrivals from the West during the same period—

Flour,	:	91,881 bbls.
Grain,	:	428,070 bushels.
Ginseng,	:	115,300 bbls.
Leather,	:	455,800 bbls.
Tobacco,	:	1,565,800 lbs.
Whiskey,	:	6,848 bbls.

From the Village Record.

THE SEASON.

Every day brings us nearer to winter. The cool mornings and evenings, and the fading leaves, and the ripening fruit convince us that we must soon take our parting of summer. Thick clothing at the approach of evening, after a sultry day, was by no means unpleasant upon more than one occasion within the last ten days.

The season has been somewhat of an anomaly. Frost has occurred, near this latitude, every month in the year. We understand a frost was so severe in the state of New York, as to do serious injury to the corn and potatoe crops.

PENNSYLVANIA CANAL.

A statement of the several kinds of property shipped upon, and taken off the Pennsylvania Canal at Northumberland, during the months of April, May and June, 1835.

Articles.	Ent'd. & cl'd. to the South.	Arr'd. and taken off f'm the South.
Flour, bbls.	4957	59
Wheat, bu.	62,494	
Corn and other grain, bu.	34,254	
Clover & other grass seeds, bu.	1,049½	2½
Potatoes, do.	1617	22
Bacon, lbs.	980	11,723
Fish, bbls.		2,885½
Butter and Cheese, lbs.	200	6,000
Lard and Tallow, lbs.	1,529	800
Salt, bu.	365	7432
Hemp, lbs.		2230
Tobacco, lbs.		9193
Leather, lbs.	33,492	
Raw hides, lbs.		118,415
Whiskey and domestic Spirits, gallons,	58,937	
Merchandise, lbs.		1,579,701
Groceries, lbs.		125,974
Oil, gallons,	726	2,064
Drugs and Dye Stuffs, lbs.		5654
Gypsum, tons,	53	779½
Furniture, lbs.	45,240	131,385
Window Glass, boxes,	5½	8½
Rags, lbs.	30,334	
Pig Iron and Castings, lbs.	106,305	6720
Blooms, bar & sheet iron, lbs.	104,897	36,936
Copper and Tin, lbs.	500	2034
Marble, lbs.		42,620
Timber, feet,	10,546	3140
Sawed Lumber, do.	162,607	14030
Staves, Heading, and Hoop-poles, lbs.	51,428	
Shingles, number,	161,600	
Sundries, lbs.	80,679	461,684
Boats, number,	704	
Passengers, miles travelled,	465,486	
Amount of tolls received, \$	11,808 36	

This statement includes none of the property shipped North or West from that office, and does not include any property that had been cleared by the Collectors on the North or West branches.

GROUND RENTS.

At a meeting of the lot owners held pursuant to notice, at the Court House, on Monday the 28th July, for the purpose of taking into consideration the course to be pursued in relation to the ground rents, JOHN MATHIOT, Mayor of the City, was called to the Chair, and HENRY KEFFER, Esq. appointed Secretary. The object of the meeting having been stated, it was on motion, unanimously

Resolved, That a committee of seven be appointed to confer with the proprietors of the ground rents of the city, or their agent, and ascertain the most favorable terms the rents can be liquidated, and report the same, as well as what course, in the opinion of the committee, would be most advisable to be pursued by the citizens in relation to the said ground rents, Whereupon

James Buchanan, Adam Reigart, Samuel Dale, Redmond Conyngham, Amos Ellmaker, John F. Steinman, and Dr. Samuel Humes, were appointed the said committee.

Resolved, That said committee be authorised to direct a town meeting to be called at such time as they may be prepared to report.

JOHN MATHIOT, Chairman.

HENRY KEFFER, Secretary.
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The committee have had no action on the matter submitted to their adjustment and agency in consequence of the absence of some of the members.

Emanuel C. Reigart, Esq. has suspended legal proceedings for the present, at the request of a majority of the committee.

Editors of the several papers are requested to give the above an insertion.—*Lancaster Gaz.*

From the Columbia Spy.

CANAL TO TIDE.

As we know of no subject on which our readers, generally, are more anxious to be informed, than that at the head of this article, we shall publish from time to time such information relating to it as comes under our notice.

It will be recollected, that after the meeting of the Managers of the Company, which was held in this place early in July, we stated in our paper that the location of the work would be commenced about the first of August. But since then unforeseen obstacles have been presented. The company had had assurances that the right in the canal which runs from the Maryland line to Port Deposit, (and with which it was designed to connect the Susquehanna canal) would be disposed of at a fair price; but upon opening negotiations the enormous sum of \$500,000 was asked. Subsequently it was agreed to take \$375,000; but this for a piece of canal only ten miles in length, was so exorbitant, that they could not think of sacrificing the interests of the stockholders by agreeing to it. \$200,000 we believe was offered—and a proposition made to refer the price to disinterested individuals. Nothing could be more fair and honorable than the latter, but it was rejected. The managers being thus baffled in their attempts to come to terms with the owners of the Maryland canal, held a meeting in Lancaster last week, and voted to suspend all further negotiation on the subject. By this decision the work is postponed for the present; but it is the intention of the Company to apply to the next legislature for an alteration in their charter, so as to permit them to construct their work on *either* side of the river, [they are now confined to the east side.] In accordance with this determination, they have ordered a new survey to be made, crossing to the west side of the Susquehanna below the mouth of the Conestoga; and Mr. Gay, their engineer, will commence his labors on Tuesday next.—It is said that this latter route is much the most preferable of the two, and in the event of its being adopted the canal will terminate at Havre de Grace.

The Baltimore papers speak in indignant terms of the conduct of the half dozen concerned in the Maryland canal, in thus retarding the prosecution of this important improvement.

For the Register.

IMPORTANT TO MERCHANTS.

Opinion of the Circuit Court of the United States, delivered by C. J. Baldwin.

OCTOBER TERM, 1834.

York & Sheepshanks, }
vs.
Wistar. }

The first question which arises in this cause, is whether it is to be decided by the law of England, or the law of Pennsylvania? The Supreme Court of the United States have decided, that, "The general principle adopted by civilized nations is that the nature, validity, and interpretation of contracts, are to be governed by the law of the country where the contracts are made, or are to be performed." 8 Peters, 372.

If a contract is made in one country or state, and is to be performed in another, the law where it is to be performed governs it. 3 Wh. 146.

In this case the conduct of the parties has shewn beyond a doubt, that the agreement of the defendant has been to perform his contract of purchase, by paying the plaintiffs in England; his uniform mode of payment has been by remitting bills of exchange on England, and paying the premium at which they were purchased, and no objection has been made by his counsel to paying the premium at the present rate of exchange on the balance now due. You will therefore consider the contract between these parties, as one which is to be executed in England, and to be governed by the law of that country: five per cent interest only can be charged, and the allowance or regulation of interest must depend on the rules established there, not on those which prevail here. We are far from saying, that there is any difference between the law of the two countries on the subject of interest, whether simple or compound, on merchants accounts; but it is unnecessary to make the examination, because if we were now satisfied that there was a difference, we could not exclude the operation of the law of England on this case, after the parties had for fifteen years adopted it in the computation of interest and the course of remittance. The next question is, what is the law of England in relation to such a course of dealing as has prevailed between the plaintiffs and defendants from the year 1814 to the close of their accounts. The course of dealing between them was by direct correspondence, neither party employed an agent; the defendant sent out orders for goods which were shipped to him by the plaintiffs without any special agreement as to price, the terms, or time of payment. The plaintiffs also acted as the agent of the defendant, in purchasing and paying for articles ordered, but which not being in the line of their business, the plaintiffs procured for the defendant, who remitted money through them to those who furnished the goods.

The first item in the account is in ——— 1814, to the debit of defendant, the last purchase made by him is charged 1 August, 1822, in the intermediate time the charges amounted to £ stg. and the credits to £ stg. Invoices of the different shipments with the pattern cards, were sent from time to time according to orders, and the capacity of the plaintiffs to fill them.

The following accounts current were sent and received—

No. 2. Sent in a letter dated 15 Nov. 1815, exhibiting the balance due up to 31 December, 1815, post mark New York, 4 March.

No. 3. Sent in a letter of 5 Nov. 1817, exhibiting the balance on the 31 December, 1817, post marked New York, 15 January, (1818.)

No. 4. Sent in a letter of 12 October, 1818, exhibiting the balance on the 31 December, 1818; no post mark.

No. 5. Sent in a letter 10 June, 1821, exhibiting the balance on the 31 December, 1820; no post mark.

No. 6. Sent in a letter of 12 May, 1824, exhibiting the balance on the 31 December, 1823; no post mark.

No. 7. Was handed by T. Stewartson to defendant in 1829, and is a general statement of the accounts from 1815 till their close, being accounts No. 3, 4, 5, 6, contained in one paper.

No. 8. Was enclosed in a letter of 24 August, 1829, and exhibits the balance for which this suit is brought.

These accounts are made up of charges for the different invoices and interest up to the time of closing the account on one side, and credits for payments and interest on the other; a balance of interest is then added at the foot of the account and a general balance struck, which is carried into the new account for the next year, and the account is carried on as before with the interest on the balance. This being the admitted course of dealing between the parties, the question before us is whether the law of England sanctions such a mode of stating the account.

It is admitted that if such is the general usage of the trade between this country and England, such accounts are legal and must be enforced in our courts.

By the usage of trade you will understand, is meant the usage of trade and dealing between the merchants of two countries, as evidenced by their actual transactions; where no special contract has been made, but both parties have dealt together on the tacit agreement, that their dealings shall be regulated by the general rules which by common consent govern the particular trade. When there is such an established usage it becomes the law of the trade, and applies to the dealings of the parties, controlling them in the same manner as the statute or common law in ordinary cases. It must however have been continued for such length of time, as to have become generally known to those engaged in the trade, and so general as to have become the settled rule of commercial intercourse, in the absence of any special agreement or particular course of dealing between individuals, which form exceptions to the general rule prescribed by usage.

The usage and custom of any particular trade is the law by which it is to be regulated, whether there is such usage and what it is, are questions of fact which are to be decided on the same evidence as any other fact. One witness is legally competent to prove it, though the jury will judge of his credibility; but if his character is fair, his testimony clear, and he appears to have a proper knowledge on the subject, it would be an innovation on the rule of evidence to require an usage to be proved by more than one witness. Of the existence of any usage as to the course of dealing between the parties to this suit which can affect its merits, you are the exclusive judges, you will decide upon it on a consideration of all the evidence. If any of you have any personal knowledge on the subject, which may have any influence on your verdict, you will state it in open court so that each party may put to you any proper questions. Should you be satisfied that the plaintiffs have established the existence of an usage or course of trade, conformably to the accounts made out, and rendered by them, then your verdict ought to be in their favor. If you are not so satisfied, then we must inquire whether the account has not been settled and agreed to by the parties, as a legal inference from the facts and circumstances in evidence, which make it what is called in law, a stated account, that is, a statement of charges and credits agreed to by debtor and creditor, a balance struck, (if there is any due,) and carried to a new account, or paid, as a debt admitted to be due by mutual consent on a settlement of the accounts between the parties, and payable on demand if no time is fixed for payment.

An account may be a stated or settled one, though not signed by the parties; the fact of their accounting together and striking a balance by consent, may be proved as any other fact, by the direct evidence of their signatures, or circumstances which justify the legal inference, that the parties have so accounted. If the facts and circumstances on which this inference depends, are uncontested, the law makes the inference; if they are doubtful, the jury will decide how far the party claiming the balance, has established a ground for the legal inference. If in their opinion such facts exist, as lay the foundation of the legal presumption, that the parties have agreed on the balance, it is their duty to find their verdict accordingly. Whenever an account is directly proved or inferred by the law to be settled, the party claiming the balance is not bound to prove any of the items of the account; they are presumed to be correct until the other party produces clear proof of fraud, error, or mistake. The balance stated is a liquidated debt, as binding as if evidenced by a note, bill or bond; though there is no express promise to pay, yet from the fact of stating or settling the account, the law raises a promise as obligatory as if expressed in writing, to which the same legal incidents attach as if

a note or bill was given for payment. These incidents are an immediate right of action on demand of the balance, with interest from the time of settlement. It is no objection to a stated account, that it contains charges of interest, unless such as are usurious or otherwise unlawful, if interest is due by the usage of trade, or if the debtor has agreed to pay it, the whole account is to be taken as principal, and a jury are no more authorized to strike out the charges of interest than principal. Both form a settled balance which the debtor promises to pay on demand, which he has his option to do or suffer it to enter into a new account; if not able or willing to pay, he ought not to place the creditor in a worse situation, than if he had complied with his promise. No one would contend, that if the debtor had given his note for the balance of the account with interest from the settlement, the full amount could not be recovered; it would be strange if the creditor should lose his interest, because he left the balance in the debtors hands by mutual consent, on the faith of the implied promise and legal obligation to pay without exacting a note.

This is not like a case of compound interest on an original contract, the parties settle their accounts, a certain sum is due for principal, and a certain sum for interest; composing one debt thus due and payable the right of the creditor to receive the one item, is as perfect as to the other. If the debtor pays the balance, he cannot recover back any of the items of interest which made up the balance; if instead of paying he asks or takes time to pay the balance, he ought to be in no better situation than if he had paid his money. He chooses to use his creditors money, and every rule of law, and principle of justice requires that he should pay the interest. The time to object to the payment of interest, is while the account is open or a current one; it cannot be a stated account without the express or implied consent of the debtor, but when he waives his objection to interest till he has signed the settled account, or till the law presumes his agreement to pay the sum claimed, he is precluded by his own acts. This presumption attaches, when an account is rendered, received without objections made in a reasonable time, especially when the same cause of dealing is continued by both parties after the receipt of accounts from time to time on the same principle.

The rendering accounts made up of charges of interest, as those in the present case are, is a declaration by the creditor, of the terms on which he gives the credit and continues to furnish his goods to the debtor; the receipt of the accounts without objection, and the continuance to purchase, and remit is an acquiescence and assent to such terms. A contract is thus made by both parties, evidenced by their mutual acts and dealings for years, as binding on both, as if made in writing on opening the account; it is an admission of the balance claimed, on which the law raises a promise to pay it with interest. This promise is not one which a jury will negative, if the law declares the account to be a stated one, any more than they would negative a promise to pay for goods, the sale and delivery of which was admitted. They will enquire into the fact of the accounts having been rendered by one party, received by the other, and whether any objections were made, and when made, in the same manner as they would into the fact of the sale and delivery of goods; but if they have no doubt about the facts, their duty is to find a verdict according to their legal result.

When a man buys goods it is not a question of fact, whether the purchaser promises to pay for them, nor when he settles, an account, whether the debtor promises to pay the balance; the law settles these questions. A jury cannot open a settled account, unless on proof of fraud or mistake, or annul the fair agreement of parties which violates no law and the law declares all accounts to be settled ones, which have been received and retained without objection, within a reasonable time.

Of the facts of this case you can have no doubt, the accounts rendered by the Plaintiff from time to time, the correspondence between the parties, and the whole conduct of the Defendant, shew a perfect understanding on his part of the claim of the Plaintiff and his tacit assent to its justice. And when it appears that no objection was made to the payment of interest till 1828, six years after he had ceased to make any further purchases, it cannot be pretended that this was within a reasonable time. On the whole case we think that the account between the parties might be considered a stated one, the consequence of which is that the Plaintiff is entitled to your verdict for the balance appearing due with five per cent interest to this time, with the addition of exchange at its present rate.

COLONIZATION.

Pittsburg, Thursday Aug. 20, 1835.

Pursuant to public notice, a large meeting of citizens, "favorable to African Colonization, and opposed to the dangerous and visionary measures of certain associations calling themselves abolitionists, met at the Hall of the Young Men's Society.

Mr. Thomas Bakewell, Esq. was called to the Chair, and Messrs. Wilson M'Candles and John M. Snowden, Jr., were appointed to act as secretaries. The meeting opened with prayer by the Rev. Professor Halsey. James Veech submitted a preamble, containing his views on the subject of domestic slavery. Alex. W. Foster offered, in addition, a series of resolutions, when it was—

Resolved, That a committee be appointed, to whom the preamble and resolutions offered by Messrs. Veech and Foster be referred; and that said committee confer with the officers of the Pittsburgh Colonization Society, and invite their co-operation in the formation of a constitution for the Pittsburgh Colonization Society, auxiliary to the Young Men's Colonization Society of Pennsylvania; and that said committee report a constitution at a meeting to be held at the same place on Monday evening next, 24th inst.

Messrs. Thomas Bakewell, James Veech, H. D. Sellers, Wilson M'Candless, and John M. Snowden, Jr., were appointed the committee under the above resolution.—The meeting then adjourned to meet on Monday evening next, at early candle light.

ADJOURNED MEETING.

Monday evening, Aug. 24, 1835.

The meeting was called to order at 8 o'clock—Mr. Thomas Bakewell in the Chair; Wilson M'Candless and M. B. Miltenberger, Secretaries; Prayer by Professor Halsey. Mr. Veech, at the request of the Chairman of the Committee appointed at the last meeting, reported a preamble and numerous resolutions, embracing the various points now agitated, and covering the whole ground which the subject of slavery now comprehends. On motion, the resolutions were immediately taken up, and postponed until after the reading and passage of the following constitution, when, after numerous expressions of individual sentiment, resolutions numbered 1, 2, 3, 4, 5, 6, and 7 were considered and adopted.—Before the vote was taken on the 8th resolution, the meeting adjourned, to meet again on Thursday evening next, 27th inst., at $\frac{1}{2}$ past 7 o'clock, at the same place.

ADJOURNED MEETING.

Thursday evening Aug. 27, 1835.

Mr. Thomas Bakewell in the Chair; M. B. Miltenberger and John M. Snowden, Secretaries. The meeting was

opened with prayer by Professor Halsey. The resolutions being now the order of the day—

Mr. Veech rose, and stated that, upon consultation with a number of the friends of Colonization, it was thought best not further to delay the organization of a Colonization Society by a consideration of the remainder of the series of resolutions reported to the last meeting. After some further remarks, Mr. Veech stated that he had been requested to offer the following, which he did, viz:

WHEREAS, the primary object for which this meeting was called, was to form a Colonization Society, and

WHEREAS, it is contemplated at a future meeting of the citizens of Pittsburgh and vicinity, called specially for that purpose, to express fully their views on the subject of slavery, in the U. States, and the respective rights and duties of the slave holding and non slave holding States, in reference to that important subject; and

WHEREAS, any division upon minor points among the friends of Colonization, and the opponents of the measures of the abolitionists, is especially to be deprecated, when they are about to organize an association for the advancement of measures and views in which they all concur; therefore,

Resolved, That those of the Resolutions reported to the meeting on Monday evening last, which were adopted, be reconsidered.

Resolved, That the whole of the said resolutions be indefinitely postponed.

Which were separately considered and agreed to.

Mr. Veech then introduced the following resolutions, which were considered and adopted unanimously, viz:

1. *Resolved*, That we believe the Colonization, upon the coast of Africa or elsewhere, of the free blacks and emancipated slaves, from within the U. States, to be a wise, safe, and practicable scheme of benevolence, and that we will aid in its application and advancement.

2. *Resolved*, That Colonization does not as its opponents assert, tend to perpetuate slavery; but has a contrary tendency.

3. *Resolved*, That the free blacks of our own State, who are properly qualified, should be encouraged to emigrate to the Colonies upon the coast of Africa, or elsewhere.

4. *Resolved*, That we approve of the plans and conduct of the "Young Men's Pennsylvania Colonization Society," and recommend it to the patronage of the community.

5. *Resolved*, That we now proceed to the organization of the "Colonization Society of Pittsburgh and vicinity," by the enrollment of members, and by the election of officers to serve until the annual meeting in May next, or until others be chosen.

The meeting then proceeded to organize, by affixing their signatures to the constitution. The Society then went into an election for officers, agreeably to the constitution—the number of Vice Presidents being fixed at three. The course pursued was by nomination, and a committee of five were appointed—Messrs. M. B. Lowrie, James Veech, G. R. White, Dr. Speer, and John M. Snowden, Jr., who reported the following named gentlemen as the Board of Officers, viz:

President—Hon. R. C. Grier.

Vice Presidents—John M. Snowden, Esq.,
James Veech, Esq.,
George Darsie.

Managers—H. D. Sellers, M. D.,
Thomas Bakewell,
J. R. Speer, M. D.,
David M. Hogan,
Wm. F. Irwin, M. D.,
M. B. Miltenberger.

Secretary—Walter H. Lowrie, Esq.,

Treasurer—G. R. White.

Resolved, That the Secretaries of this meeting trans-

mit to the parent society, at Philadelphia, notice of the organization of the "Colonization Society of Pittsburgh and vicinity, as auxiliary to the Young Men's Colonization Society of Pennsylvania," accompanied with the names of the board of officers, requesting the parent society, at as early a day as practicable, to send out an agent to visit the western country, and western Pennsylvania in particular.

The President elect being absent, James Veech, Esq. one of the Vice Presidents, was called to the chair, when on motion, (the Secretary, W. H. Lowrie, Esq. not being present) it was resolved, That the Secretaries of this meeting be requested to serve as secretaries pro tem.

Resolved, That the President appoint a committee of twelve, to procure subscribers to the Constitution, and contributors in aid of the funds of the association.

The chair announced the following as that committee:

George R. White,	D. M. Hogan,
Dr. Thos. Miller,	M. B. Miltenberger,
W. H. Lowrie, Esq.	D. C. Harker,
Wm. M'Candless, Esq.	C. J. Totten,
J. M. Snowden, Jr.	H. Childs,
H. Parry,	R. D. Sellers.

Resolved, That the minutes of the various meetings be prepared in a condensed form, and published with the constitution in the several papers of the city and vicinity, favorable to the objects of this society.

Resolved, That the Board of Managers be requested to meet at the Hall of the Young Men's Society, on Monday evening next, at 8 o'clock.

THOMAS BAKEWELL, Chairman.

M. B. MILTENBERGER, } Secretaries.
JOHN M. SNOWDEN, }

GRAND JURY PRESENTMENT.

AUGUST SESSIONS, 1835.

To the Honorable Walter Franklin, President, and Samuel Dale and John Lightner, Esquires, his associates, Judges of the Court of Quarter Sessions, &c.

The Grand Inquest inquiring for the body of the county of Lancaster, do most respectfully present—that an amount of business almost unprecedented in the annals of this court, has been submitted for their consideration. Upwards of forty Bills have been passed upon, and the time necessarily taken up in the examination of a crowd of witnesses, together with the performance of other duties, laid down, in the excellent charge of the President of the Court, has protracted to a later period than usual, the sitting of the Inquest. It would appear then that Crime and Litigation in our community has not diminished, and that a state of society yet prevails, that calls loudly upon the good citizens of the county to endeavour to correct. One of the most prominent evils, and that, which in the opinion of this Inquest, is a fruitful source of crime, and calls loudly for discouragement, is intemperance. Tippling houses and dramshops in every quarter of our county should be ferretted out; and it is recommended to the court that the Constables be enjoined to be vigilant in their duty, in returning all persons who violate our Laws in this respect. It appears to us that horse-racing and gambling have not of late prevailed to such an alarming extent as heretofore—the cause for which, we have every reason to believe, has been by the discountenance shewn to these enormous vices, by almost every good citizen of the county. It is to be hoped that the exertions used to put down these and other obnoxious vices may not cease, but that each officer will in his proper sphere lend a helping hand and cause the Laws for the safety and good order of Society, to be administered without fear, favour or affection. *

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From the Pittsburg Gazette.

NEW ITEM OF TRADE.

Almost every day some new sources of wealth and trade are brought to view by the vast advantages which our noble public improvements throughout the state are conferring upon our country. The writer, being in Philadelphia a few days ago, found a mercantile acquaintance, who lives ten miles on the rail-road, beyond Johnstown, Cambria county. Upon entering into conversation with him, he stated that he brought from home, by the rail-road and canal, to the Philadelphia market, about 30 thousand coopers' staves, which he had just sold, at a fair profit, for cash. Thus the immense trees from our 'mountain tops' are converted into coopers' stuff; and, when the canal is least occupied, at the dull season of the year, transported to the eastern market, a distance of about 300 miles, and converted into cash, paying fair prices to the land owner, the industrious laborer, the carrier for transportation, the state for tolls, and finally the merchants engaged in the enterprise. How prosperous must our country be when all its immense wealth, and the vast mineral, forest, agricultural, manufacturing, mercantile, and commercial resources are fully developed, and our public works, roads, and canals, are fully completed to carry all our trade to the best market.

AN OLD MERCHANT.

BLOSSBURG.

This place, situated as it is, at the head of the Rail Road to connect the coal and iron mines of Pennsylvania with the Chemung canal, appears to be attracting considerable share of notice. Quite a number of scientific gentlemen from Philadelphia and New York are very pleasantly engaged at present analyzing the mineral resources of this section, and feasting upon the finest trout and venison. They have ascertained beyond all question that there is abundance of iron ore ranging from forty to eighty per cent; that there is the best of Bituminous coal to any extent; and also an abundance of fire clay, which they pronounce equal to any in the world, and which practical men in this section, from actual use, prefer to the Amboy. And when we add that any quantity of sand for the manufacture of glass, from the common to the finest Double flint, is easily obtained here, we are not at all surprised that property is so rapidly advancing in price. Purchases made last March have been sold from 500 to 1500 per cent. Some of the finest specimens of Lead ore have also been discovered in the vicinity. No place within our knowledge can boast, in so eminent a degree, of all the elements necessary to constitute and sustain a great and flourishing town.—*Tioga Democrat*.

Rail Road Accident.—On Thursday night, as a horse car was crossing the Little Conestoga Bridge, on the Columbia Rail Road, it came suddenly in contact with the locomotive engine, propelling a train of merchandise cars. The horse car was knocked to pieces; the passengers, though scattered over the bridge, fortunately escaped with trifling personal injury.

Peaches.—The finest lot of Peaches in High street Market on Thursday, were sold at *eight dollars per bushel*, although a tolerable fair article sold as low as \$2 per bushel.—*Phil. U. S. Gaz.*

Fertility of the Soil of Lancaster County.—There grew upon the farm of Mr. Jacob Neff, of Strasburg township, Lancaster county, a stalk of Red Clover, which measured 5 feet, 10½ inches long. The crop was remarkably tall and heavy, and curiosity induced Mr. Neff to examine some. The above stalk was rather the largest of a considerable number examined.—*Lancaster Gazette*.

We have been credibly informed, says the Norristown Register, that coal has been discovered on the margin of the Perkiomen creek, Montgomery county, and that it has been tested and pronounced good by a blacksmith in the neighborhood.

Cross Cut Canal—We regret to learn from a citizen of Ohio, that difficulties have arisen among the members of the Executive committee relative to the location of the canal from Franklin to the junction with the Ohio canal. A decision had been made in favour of the Middlebury route, on the ground that it would be a great saving of expense, and that the citizens of that route had tendered large donations to the company. The letting afterwards took place, and the several jobs were allotted to contractors; but at this juncture, a protest was entered by a member of the Executive committee against the location, and consequently operations on that part of the line are suspended until the meeting of the Board of directors, which is to be held in the early part of October. This, we are assured, is all owing to personal and self-interest—some of those who have a voice in the direction having large bodies of lands near the line of Canal. We regret that any one so situated should have anything to do with the location; and are truly sorry that any thing should arise to retard the progress of this important work. Sectional and local interests and feelings should have no influence on the location and construction of a work of such great magnitude. We hope all difficulties may be speedily adjusted.—*Beaver Argus*.

We learn that Mr. S. C. Atkinson of Philadelphia, publisher of the Saturday Evening Post, Gasket, &c. (at present in this vicinity,) has purchased within the last week, several lots of ground in the village of East Brighton, together with a portion of water power at the middle falls of Beaver. We are informed that it is the intention of Mr. A. to erect a large Paper Mill in East Brighton, to supply exclusively his very extensive publishing office; and probably he may erect some other machinery in that flourishing village. It appears that the stock can now be procured in this region, the paper manufactured here, and transported to Philadelphia cheaper than it can be furnished by the manufacturers there.

Eastern capitalists are beginning to turn their attention towards the unrivalled water power of the Beaver, and our advantageous location. From our position and natural advantages, they are beginning to open their eyes to the fact that the time must shortly arrive when this shall be one of the most important sections in the western country. But a fraction of the water power of the Beaver is as yet employed. All we want is capital among us, to create a manufacturing place unequalled in the state or the Union. No place in the western country holds out stronger inducements, to monied men to make investments, than the mouth and the falls of Beaver. Let those who doubt come and see, and they will be convinced.—*Beaver Argus*.

NEW COUNTY PRISON.

As the new County prison will be shortly occupied, and we presume from the inquiries frequently made of us, as to the class of prisoners for which it is designed, the publication of the law respecting it will furnish information to many of our readers, it is inserted below.

An Act providing for the appointment of Inspectors of the Philadelphia County Prison, and for the Government thereof.—Passed April 14, 1835.

A SUPPLEMENT

To the act, entitled, "an Act to provide for the erection of a New Prison and a Debtors' Apartment within

the City and County of Philadelphia, and for the sale of the County Prison in Walnut street in said City."

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That the Prison erected in pursuance of the provisions of the Act to which this is a supplement, shall, when completed, be known and called by the name of the *Philadelphia County Prison*, and shall be managed by a Board of Inspectors consisting of twelve citizens residing in the City or County of Philadelphia, who shall serve without any pecuniary compensation, four of whom shall be appointed by the Mayor, Recorder and Aldermen of the City of Philadelphia; four by the Judges of the Court of Quarter Sessions; and four by the Judges of the District Court of the City and County of Philadelphia: they shall serve for four years; or until their successors shall be appointed. In case of vacancy by death, resignation, or otherwise the same shall be supplied by the Court who appointed the individual who has caused the vacancy, upon notice of such vacancy from the president of the board of Inspectors. The first appointment of Inspectors under this act shall be made on the first Monday in May next ensuing, and annually thereafter; the persons then chosen shall hold themselves in readiness to take charge of said Prison as is hereinafter provided for. At the first meeting of the Inspectors chosen as aforesaid, they shall divide themselves by lot into classes of three each; the first class to serve one year; the second class, to serve two years; the third class, three years; and the fourth class four years; which result shall be regularly entered upon the minutes of the board of Inspectors.

SECTION 2. The said Inspectors shall at their first meeting, and annually thereafter, appoint out of their number a president, secretary and treasurer, and keep regular minutes of their proceedings: they shall hold stated meetings once a month, and adjourned and special meetings whenever necessary. The treasurer shall give bond, with sufficient surety in such amount as the Inspectors may fix and determine, and shall receive and disburse all moneys belonging to the prison, according to the order of the board. The Inspectors shall annually appoint a superintendent, a matron for the female department, a physician, and a clerk for the institution, and shall fix their salaries and compensation, as also the salaries or compensation of the keepers, and all other persons employed in and about the institution. A majority of the said Inspectors shall constitute a board, may do any of the acts required of the said Inspectors, and make such rules for the internal government of the prisons as may not be inconsistent with the principles of separate or solitary confinement as set forth in this act, or the act to which this is a supplement, or any of the provisions of said act.

SECTION 3. It shall be the duty of the Inspectors to appoint monthly three of their number, who shall be the visiting Inspectors, whose duty it shall be to visit the prison at least once a week, and oftener if necessary, to see that the duties of the several officers and attendants are performed, to prevent all oppressions, peculation or other abuse or mismanagement of the institution, and report in writing to the board of Inspectors monthly, or oftener if necessary of the state of the institution, for their information and government. The visiting inspectors shall be furnished by the superintendent with a calender of the persons confined in the prison, and shall see that the persons named in said calender are in their respective cells assigned to them. On their visits to the cells, the visiting inspectors shall not be attended by any of the officers, unless thereto especially required by them. It shall be the duty of the inspectors to make the necessary contracts for the purchase of clothing, provisions, and all articles and supplies necessary for the support and employment of the per-

sons confined in said prison, and to direct the manner in which they shall be employed, and the articles manufactured shall be sold, and also to affix and determine the quantum and kind of food that shall be furnished daily to each person so confined in said institution. The inspectors shall have power to examine any person upon oath or affirmation, relative to any abuse in the said places of confinement or matter within the purview of their duties, and shall cause accurate accounts to be kept by the clerk of all receipts and expenditures in said institution, which accounts shall be annually examined and settled by the auditors of the county of Philadelphia.

SECTION 4. The superintendent shall reside in the institution, and not absent himself for a night without the consent of two of the inspectors in writing; he shall visit every cell and apartment, and see every person confined under his care at least twice in every week, and oftener if practicable, and when visiting the departments of the females, shall be attended by the matron; he shall keep a journal in which shall be regularly entered the escape of any person confined in said prison, and also the complaints that are made, and the punishments that are inflicted, for the breach of prison discipline, as they occur, the visits of the visiting inspectors and physician, and all other occurrences of note that concern the state of the prison. The superintendent, under the direction and advice of the board of inspectors, shall appoint the keepers and necessary servants, and dismiss them whenever he thinks proper, or the Inspectors direct him to do so. He shall not, nor shall the matron or any inspector sell any article to or for the use of the said prison, or be concerned in any contract connected with such sale, or derive any emolument from such sale or contract, nor shall he or they, or either of them, receive under any pretence whatever, from any person confined in said prison, or any one else on his behalf, any sum of money, emolument or reward whatever, or any article of value, as a gratuity or gift, under the penalty of five hundred dollars fine, to be recovered in the name of the commonwealth by an action of debt, in any court of record thereof having jurisdiction of sums of that amount. It shall be the duty of the superintendent to take charge of, and keep any money or property which shall be found on the persons of those who are brought to the prison to be confined, and to deliver the same to said individuals when discharged, or to their order.

SECTION 5. The matron shall reside in the institution, and not absent herself for a night without the consent of the Superintendent and two Inspectors in writing. She shall visit every cell and apartment occupied by the females, and see every female prisoner at least once every day, and keep the superintendent faithfully informed of every thing of importance relative to the persons, cells, and all other matters under her care. She shall direct the labor and occupations of the female prisoners, under the general direction of the superintendent, and give them such instruction as may tend to their reformation, and to render them useful members of society.

SECTION 6. It shall be the duty of the keepers to inspect the condition of the persons committed to their care at least twice a day, and oftener if practicable, to see that the meals are regularly delivered according to the prison allowance, and to superintend the work of such as are employed. They shall give immediate notice to the superintendent or physician, whenever any of the persons so confined shall complain of such illness as to require medical aid. Each keeper shall have a certain number of persons so confined assigned to his care, shall make a daily report to the superintendent of their health, and conduct, and shall not be present when he or the inspectors visit the persons confined under his particular care, unless thereto required by them. The keepers shall obey all legal orders given by the superintendent, and all rules established by the board of in-

spectors, for the government of the prison. All orders to the male keepers must be given through or by the superintendent, and to the female keepers through or by the superintendent or matron, and no keeper shall absent himself from the prison during the hours of duty without permission from the superintendent and if discharged for any offence whatever shall never again be employed in or about said institution. No keeper shall receive, from any one confined in the prison, or from any one in his behalf, any emolument or gift, present or reward whatever, or the promise of any, either for services, favors or supplies, or as a gratuity, under the penalty of one hundred dollars, and imprisonment for sixty days in said prison, and when any violation of this provision shall come to the knowledge of the superintendent or inspectors, the keeper or keepers so offending shall be immediately discharged from his office, a majority of the inspectors consenting thereto, and prosecuted for the said offence according to law.

SECTION 7. It shall be the duty of the physician to visit the prison daily, visit and prescribe for all who are sick, and at least once a month visit every convict confined in said prison, and report monthly in writing to the inspectors as to the health of the convicts in the institution. He shall attend immediately, on notice from the superintendent that any person is sick, and he shall examine every person that shall be brought into the institution as a convict, as to the state of his or her health, and shall keep a journal, in which he shall record the name of all convicts as they come in, and the state of their health; also of all persons confined who may come under his care for medical treatment, together with such remarks as he may deem important, which journal shall be open to the inspectors and superintendent whenever they may require it. The persons confined, when under the care of the physician, shall be allowed such diet as he shall direct. The inspectors shall appropriate as many cells, together with the infirmary, as they may deem necessary, for the special occupation of the sick, and have the same so fitted up as will best promote the health, convenience and comfort of the inmates. Whenever, in the opinion of the physician, any prisoner is so ill as to require removal from the ordinary cells to those thus appropriated, the superintendent shall direct such removal and the prisoner shall be there kept until the physician shall certify that he may be returned to his former cell without injury to his health; should the physicians have reason to believe that any persons confined in said institution is materially affected by the discipline, treatment or diet, he shall, if he thinks proper, order an alteration therein, which order shall be entered on his journal, and a copy thereof furnished to the superintendent, who shall carry the same into effect until the next visit of the visiting inspectors, who shall inquire into the case, and confirm or annul said order, or refer the same to the board of inspectors.

SECTION 8. No person shall be permitted to visit the said prison excepting the official visitors hereinafter specified, or who has not a permission in writing from one of the inspectors. *Provided always, nevertheless,* That the attorneys at law may be permitted to visit their clients confined for trial as is now provided for by law. The official visitors are the Governor, the Members of the Legislature, the Secretary of the Commonwealth, the Attorney General, the Deputies for the city and county of Philadelphia, the President and Associate Judges of the District Court of the city and county of Philadelphia, the court of Common pleas and Quarter Sessions, and the Grand Juries of the Court of Oyer and Terminer of the county of Philadelphia, Commissioners of the county of Philadelphia, and the acting Committee of the Philadelphia society for alleviating the miseries of public Prisons, the Mayor and Recorder of the city of Philadelphia. None but the official visitors shall have any communication with the convicts, nor shall any visitor whatever be permitted to deliver

to, or receive from any of the convicts or other person confined, any letter or message whatever, or to supply them with any articles, excepting such letters or messages to or from persons confined for trial as may be first submitted or communicated to the superintendent or one of the inspectors, and approved by them or either of them, under the penalty of one hundred dollars fine, to be recovered as hereinbefore provided, for other fines imposed by the act.

SECTION 9. On the reception of a person sentenced to separate or solitary confinement with labor in said prison the physician, if present, or if not at his next visit, shall examine the state of his or her health; he or she shall be stripped off their clothes, bathed, cleaned, and then clothed in the uniform of the institution as is hereinafter provided. The prisoner shall then be examined by the clerk and superintendent, in the presence of as many of the keepers as can conveniently attend. The name, height, apparel and alleged place of nativity, trade, complexion, color of hair and eyes, and length of feet, (to be accurately measured) shall be entered in a book provided for that purpose, together with such other natural and accidental marks, or peculiarity of feature or appearance, as may serve to identify the person, and if the convict can write, his or her signature shall be written under the description of the person. All the effects on the person of the convict as well as the clothing, shall be taken from him or her, and recorded in a book to be kept for that especial purpose, and preserved under the care of the superintendent, to be restored to him or her on his or her discharge. If the convict is not in such ill health as to require to be sent to the cells or infirmary for the sick, he or she shall then be conducted to the cell assigned to him or her, numerically designated, by which he or she shall thereafter be known, during his or her confinement. The uniform of the male convicts shall be a jacket and trousers of cloth or other warm stuff for the winter, and lighter materials for the summer; the form and color to be determined by the inspectors, who shall also fix the kind of dress to be worn by the female convicts in summer and winter. Two changes of linen shall be furnished to each convict every week in summer, and one in winter. No convict is to receive any thing but the prison allowance.

SECTION 10. When a convict shall be discharged by the expiration of the term for which he or she was sentenced, or by pardon, the clothes belonging to the institution shall be taken off, and the clothing belonging to the convict restored, together with such property, if any, that was taken from him or her at the time of reception into the prison, which has not been otherwise legally disposed of; if he or she shall not possess suitable clothing, the inspectors shall provide them with what may in their judgment be necessary. The inspectors and superintendent may furnish the discharged convict with a sum of money or clothing not exceeding five dollars in amount.

SECTION 11. All persons confined in said prison other than convicts, shall be confined in the cells separate and apart from each other; the females to be kept in a different apartment or story of the building from the males, and apprentices and servants in separate cells, and apart from the wing or story in which sentenced prisoners are kept, so that no possible intercourse or conversation may take place among the several classes of persons so confined, and it shall be the duty of the inspectors to provide for said prisoners suitable provisions and bedding, and when necessary for their comfort suitable coarse clothing, to be worn while in the cells in confinement, and to adopt such rules and regulations for the preservation and cleanliness, decorum and order, in the cells, among the persons so confined, as may be necessary, and to punish any who offend the rules and regulations by closer confinement and deprivation of food until obedience is enforced. *Provided always,*

That the said rules and regulations be not inconsistent or contrary to the constitution of this commonwealth and the provisions of this act. No person confined in said prison, whether for trial or otherwise, shall be allowed the use of any ardent spirits, except by direction of the physician. And any one who shall supply them with it, or with wine or any spirituous or intoxicating fermented liquor, unless by order of the physician, shall be fined fifty dollars, to be recovered as other fines are by this law made recoverable, and if an officer, be dismissed. No person confined for trial, as a disorderly apprentice or servant or vagrant, shall receive any thing but the prison allowance, unless by permission of the visiting inspectors, or in cases where the health of the person so confined, in the opinion of the physician require it.

SECTION 12. For any deficiency in keeping, furnishing and maintaining said prison in conformity with the provisions of this act, the inspectors are authorized to apply to the commissioners of the county of Philadelphia for such sum or sums as may be necessary or required, if it shall appear reasonable, and that the accounts of said inspectors are properly kept and adjusted, the commissioners of the said county shall draw an order on the treasurer of the county of Philadelphia for such sum or sums as may be necessary to satisfy such demands.

SECTION 13. Every person who shall, after the completion of said prison, be convicted in any court of criminal jurisdiction in the city or county of Philadelphia, of any crime, the punishment of which would be imprisonment in the gaol and penitentiary house of Philadelphia for a period of time under two years, shall be sentenced by the proper court to suffer punishment in the Philadelphia County Prison, by separate or solitary confinement at hard labor, for and during the term of their sentence, and shall be fed, clothed and treated as is hereinbefore provided for in this act.

SECTION 14. All persons who may be convicted according to the existing laws of this commonwealth, before the Mayor, Recorder, or any Alderman, of the city of Philadelphia, or before any Alderman or Justice of the Peace of the county of Philadelphia as a vagrant or disorderly person, shall be sentenced to suffer separate or solitary confinement at hard labor in the Philadelphia County Prison for the term of one month, and be fed, clothed and treated as convicts in said prison are directed to be fed, clothed and treated. *Provided*, That the inspectors may discharge persons committed as vagrants and disorderly, or send them to the House of Employment of the Alms House, there to be dealt with according to the provisions of the fourteenth section of the act passed the fifth March, one thousand eight hundred and twenty-eight, entitled, "an act for the relief and employment of the poor of the city of Philadelphia, the district of Southwark, and the Township of the Northern Liberties."

SECTION 15. So soon as said prison shall be completed and prepared for the reception of prisoners, it shall be the duty of the inspectors appointed under this act to cause to be removed to said prison all persons who may be confined in the prison in Arch street in said city, excepting debtors and witnesses, and the said inspectors are hereby authorized to call upon the sheriff of the city and county of Philadelphia for such aid as they may think requisite to remove said prisoners, and thenceforth all persons, who by the existing laws of this commonwealth are liable to be confined in the Arch street Prison, shall be respectively sent to the Philadelphia County Prison, there to be kept in separate or solitary confinement, and fed, clothed and treated, according to the provisions of this act, and the rules and regulations to be made by the inspectors in conformity therewith.

SECTION 16. So soon as the said prison shall be completed and prepared for the reception of convicts, it

shall be the duty of the said inspectors to remove, or cause to be removed from the prison in Walnut street in said city, all criminals who may have been convicted in any court of criminal jurisdiction in the city or county of Philadelphia, for a term under two years, and may remove them to the aforesaid Philadelphia County Prison, there to be kept in separate or solitary confinement at labor, fed, clothed and treated as is herein provided for by the act in relation to convicts, for the remaining period of their sentence, and until duly discharged.

SECTION 17. The commissioners for the erection of the prison and debtors apartment of the county of Philadelphia are hereby authorized to borrow any sum not exceeding seventy thousand dollars, in addition to the amount already authorized as they may think necessary to defray the expenses of erecting and furnishing said prison and preparing it for the reception of prisoners, agreeably to the provisions of the act entitled, "an act to authorize a loan for the completion of the new prison and debtors apartment in the county of Philadelphia," passed the sixth day of February, one thousand eight hundred and thirty-four.

SECTION 18. So soon as the prisoners now in the Walnut street and the Arch street Prisons are removed to the Philadelphia County Prison, and the Eastern State Penitentiary, as provided in the act of the 28th of March, one thousand eight hundred and twenty-eight, and by this act, that all the rights, powers and privileges at this time vested in and exercised by the board of inspectors of the jail and penitentiary house of the county of Philadelphia, shall be transferred to and vested in the board of inspectors of the Philadelphia County Prison, and the board of inspectors of the jail and penitentiary house of the County of Philadelphia, are hereby authorized and directed immediately on the removal of the said prisoners, to deliver over to the inspectors of the Philadelphia County Prison, all monies, notes, bonds, books, papers, stock and all other property then in their possession, which shall be received and properly disposed of, by the said board of inspectors of the Philadelphia County Prison, and the duties, rights and privileges of the said board of inspectors of the jail and penitentiary house, shall forthwith cease and determine.

SECTION 19. So much of any act or acts of Assembly of this commonwealth as is altered or supplied by this act, be, and the same is hereby repealed.

JAMES THOMPSON,

Speaker of House of Representatives.

THOMAS S. CUNNINGHAM,

Speaker of the Senate.

APPROVED, the fourteenth day of April, Anno Domini, eighteen hundred and thirty-five.

GEO. WOLF.

SECRETARY'S OFFICE.

Harrisburg, April 15, 1835. }

I DO HEREBY CERTIFY that the foregoing, is a true copy of the original law on file in said office.

WITNESS my hand and seal of office, the day and year aforesaid.

JAMES TRIMBLE,
Deputy Secretary.



Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 10. PHILADELPHIA, SEPTEMBER 12, 1835. No. 340.

UNIVERSITY OF PENNSYLVANIA.

Organization and Government of the College—First Graduates—Prosperity of the College.

It may not be amiss to describe more particularly the organization and mode of government of the institution, at this period. It consisted of three departments, those of the college, academy, and charity schools, the last of which, however, was connected with the two former in no other way than as it was under the authority of the same board of trustees. The college and academy were much less distinct. They were not only connected through the medium of the trustees, but were managed by the same faculty of professors; and the students belonging to the two departments were often mingled together in the same classes. The distinction seems to have been simply this, that those pupils whose object was to go through a regular course of instruction, and ultimately receive the honor of graduation, were considered as members of the college; those who attended merely the English and Mathematical schools, without pursuing classical or philosophical studies, as members of the Academy; and they were associated under the same teachers only when engaged in those subjects which were common to all. By this arrangement, while young men desirous of a liberal education, either as a preparation for entering upon one of the learned professions, or simply as an accomplishment, were provided with the means of attaining it, others, of humbler views, and with more limited resources, were enabled to acquire a degree of knowledge suitable to their future prospects. The plan was well adapted to the condition of the country at a time, when schools, even of the inferior kind, were scarce, and it was desirable to effect much at as little expense as possible. At a subsequent period, however, this complexity of arrangement operated to the disadvantage of the higher branch of the seminary, both by taking away that unity of object, which in this, as well as all other pursuits, is essential to the greatest success, and by producing on the public mind an impression, that the whole institution was calculated rather for primary instruction than for completing the education of youth.

In the collegiate department was a grammar school, in which boys were taught the rudiments of the learned languages, previously to their entrance into the regular classes of the college. Of these classes there were only three, the freshman, junior and senior; and the term of study was confined to the same number of years. Experience has shown that this period is too short for the attainment of the requisite knowledge by youth of ordinary abilities and industry; and, in the competition which afterward arose among the numerous colleges of this country, the arrangement was injurious to the interests of the school of Philadelphia. But at first, no disadvantage was experienced, and, perhaps, the prospect of a speedy completion of the preparatory studies, tended to favour its success at a time, when it was necessary for young men to commence the business of life at as early a period as possible.

The college and academy were under the immediate direction of a faculty, composed of the professors, of whom the principal had the title of provost, and the second in authority, that of vice-provost and rector of

the academy. The professors, five in number, were assisted, when necessary, by ushers, who were possessed of no authority in the government of the institution. The duties of the faculty, were to meet, occasionally, and inquire into the condition of the schools, and conduct of the scholars; to see that the laws were observed, and the plans of education carried into effect; and, when any deficiency in the arrangements of the institution was observable, to propose such regulation for the sanction of the trustees, as they might deem likely to be conducive to its prosperity.

On the charitable foundation, there were two schools, one for boys, and another for girls, which were taught respectively by a master and mistress, with occasional assistants. The boys were instructed in reading, writing, and arithmetic; the girls in reading, writing, and sewing. The schools were under the immediate care of the trustees, to whom applications for admittance were to be made. The number of charity scholars was seldom much short of one hundred.

The whole property and government of the institution were, by the charter, vested in the board of trustees, which retained its original constitution. In conferring the powers before mentioned upon the faculty of the college and academy, the trustees reserved to themselves the exclusive privileges of making laws; of appointing all the officers of the seminary; of inflicting on the students the severer punishments of degradation, suspension, and expulsion; of conferring the ordinary and honorary degrees; and finally, of deciding in all matters of high importance to the institution. But in every thing which related to the students, though, for fear of abuse, they thus reserved the power in their own hands, they generally decided according to the recommendation of the faculty, whose better opportunities of forming an accurate judgment entitled them to this deference.*

*The names of the first trustees have been mentioned in a previous note. The following is a list of those who were subsequently elected members of the board; up to the period of its dissolution. They are given in the order of their election. It will be observed that the highest station, influence, and talent in the province, were secured in the government of the college.

Isaac Norris, Thomas Cadwalader, James Hamilton, Alexander Stedman, John Mifflin, Benjamin Chew, Edward Shippen, jr. William Coxe, Thomas Willing, Jacob Duche, jr. Lynford Lardner, Amos Strettell, Andrew Elliott, John Redman, John Penn, John Lawrence, John Allen, Isaac Jones, Richard Penn, Samuel Powell, Thomas Mifflin, William White, James Tilghman, Robert Morris, Francis Hopkinson, George Clymer, Alexander Wilcox, John Cadwalader, and James Wil-son.

It has been mentioned that Dr. Franklin was the first president of the board. He was succeeded in that office by the Rev. Richard Peters, who was first elected in the year 1756, and was annually re-elected until the year 1764, when the state of his health rendering his absence from the country requisite, his place was supplied by the Hon. James Hamilton, then governor of the province. Mr. Hamilton having gone to England during the same year, the Hon. John Penn, who suc-

The first commencement of the college took place on the 17th of May, 1757, when its honours were conferred on seven young men who had completed their education within its walls. The names of these earliest graduates were Paul Jackson, Jacob Duehe, Francis Hopkinson,† Samuel Magaw, Hugh Williamson, James Latta, and John Morgan.

From this period, the institution rose rapidly in importance. The extent and liberality of its plan, conjoined with the excellence of its management, secured it the patronage of the neighboring population; and it soon acquired a celebrity which attracted numerous students from the distant colonies. From Maryland, Virginia, and the Carolinas, it received much support; and even in the West Indies, many planters preferred it, for the education of their children, to the schools of England. Among the individuals who at various times received its honours, were many who afterwards attained great distinction in their professional, literary, or political career, and thus contributed to spread and exalt its reputation. Both in the advantages which it offered, and the actual support which it received, it was, perhaps, unrivalled, certainly not surpassed by any other seminary at that time existing in the provinces. Only two years after the charter was granted, the number of pupils in the institution amounted to about three hundred, one-third of whom were members of the collegiate department.‡ In the year 1763, according to a statement made by the provost, nearly four hundred individuals were receiving their education in the various branches of the seminary. To appreciate fully the prosperity to be implied from this extensive support, we must take into consideration the limited population and wealth of the country at that period, and must recollect that the colonies had just emerged from a long and cruel war, which had ravaged their borders, exhausted their resources, and even threatened the subversion of their liberties.

The students who came from a distance were, at first, on the same footing with those who resided permanently in the city. Boarding separately, wherever their own inclination, or that of their friends might prompt, they attended the schools during the regular hours, but, in the intervals, had the complete control of their own time and conduct. Inconveniences were thought to arise from this arrangement, which led to the proposition, that a house should be built in the vicinity of the college, sufficiently large for the accommodation of the students from other provinces and the West Indies, where they might be more immediately beneath the eye of the professors, more convenient to the schools, and, at the same time, boarded at less expense than in

ceeded him as governor, was appointed to the presidency of the board. In the year 1771, Mr. Penn left the province, and Mr. Hamilton, having returned, was re-elected. At the time of the dissolution of the board, the Hon. Richard Penn, who followed Mr. Hamilton as governor, filled the office of its president.

‡With regard to Mr. Hopkinson, the following is an extract from the minutes of the board of trustees, of May 20th, 1766. "It was resolved, that as Francis Hopkinson, Esq., who was the first scholar in this seminary at its opening, and likewise one of the first who received a degree, was about to embark for England, and has done honour to the place of his education by his abilities and good morals, as well as rendered it many substantial services on all public occasions, the thanks of this institution ought to be delivered to him, in the most affectionate and respectful manner."

†In a list of the pupils in the English School, made in the commencement of the year 1757, I observed the name of Lindley Murray, in all probability the same with that Lindley Murray who has acquired so much fame as the author of the best English Grammar, and who recently died in England.

private families. The trustees, to enable themselves to effect this purpose, without encroaching upon their capital, which was then very small, issued proposals for a lottery; by which, as the contemplated measure was generally approved, they succeeded, in a short time, in raising a sum exceeding two thousand pounds. This was immediately applied to the proposed object; and, in the year 1762, a suitable building was erected on a lot of ground belonging to the trustees, on the north side of the college, where it still stands. The lower story was appropriated to the charity schools, the remainder of the house to the reception of students, who were placed under the care of a steward,* and were subjected to such rules as were deemed necessary to maintain order, and promote their health, comfort, and morals. This plan, though not attended with all those advantages which had been anticipated, had been carried into effect at too great an expense of money and trouble to be hastily abandoned; and it appears to have been continued, till the operations of the college were suspended during the war of the revolution.

Provost and Professors of the College.

• As the success of the institution was attributable more to the diligence and abilities of the professors, than, perhaps, to any other cause, we should be doing injustice to their deserts, as well as presenting a very incomplete view of the school itself, were we to pass over, without particular notice, the most prominent among the gentlemen who filled the collegiate chairs.

The first provost, the Rev. Dr. William Smith, was eminent for his various learning, and general ability. Many yet living can bear witness to his eloquence as a preacher; and his published works exhibit, in a very favourable light, his powers of composition. Born and educated in Great Britain, he emigrated to this country about the commencement of the year 1754, and soon after his arrival, was employed in the academy to teach those higher branches, which were at that time introduced into its course of studies. In the performance of this duty, he acquitted himself so well, and, in other respects, gave so much satisfaction to the trustees, that when the institution assumed the form of a college, he was unanimously chosen to fill the office of provost. Thus placed at the head of the seminary, he not only employed in its support the talents for teaching, with which he was eminently endowed; but also exerted himself, with much zeal and success, in enlarging its pecuniary resources. Though, for a time, rendered unpopular with the predominant party, by interfering in those contentions between the legislature and the governors which formed the principal feature in the local politics of the province, he was yet enabled by his talents to command the respect of the public; and in Great Britain, such was the esteem in which he was held, that on a visit he was induced to make to that country, in the year 1759, to escape the resentment of the Pennsylvania Legislature, he was received into the highest society, and, at the recommendation of the archbishop of Canterbury and several of the principal bishops, was honored by the University of Oxford, with the degree of Doctor of Divinity.† The circumstance which exposed him to the ill-will of a numerous party at home, secured him the favour of the proprietors and their friends; and by the influence which he possessed in England, he was enabled, at a subsequent period, very materially to promote the interests of the college. His exertions in its favour were indeed such as frequently called forth the decided approbation of the trustees; and though absent on several occasions, and at one time put under arrest by the legislature, his

* Mr. Kinnersley, one of the professors, performed for many years the duties of steward.

†At a subsequent period the same honor was conferred on him by the universities of Aberdeen and Dublin.

talents and influence were thought so essential to the prosperity of the school, that he was always maintained in his station, and teachers, when necessary, were temporarily employed to supply his place. On the occasion of his arrest, the classes under his care were directed to attend him at his place of confinement. As the events of Dr. Smith's life are intimately connected with the history of the institution over which he presided, we shall have more than one opportunity of again alluding to them, in the details which follow.

The office of vice-provost and rector of the academy, was occupied by the Rev. Dr. Francis Allison. This gentleman had long been engaged in the business of instruction, and was among the first who established regular schools in the province. That he must have acquired considerable eminence as a teacher, is evinced by the fact, that at a time when honorary degrees were in much higher esteem than at present, that of Doctor of Divinity was spontaneously conferred upon him by the University of Glasgow. Before his election to the vice-provostship, he had for several years been attached to the academy as rector, and master of the Latin school.* As in the case of Dr. Smith, his election was unanimous; and the names of both these gentlemen, with their respective titles, were, by direction of the trustees, inserted in the charter of the college. Their duties, as professors, were to preside over the philosophical studies of the different classes, and Dr. Allison assisted also in teaching the languages. For more than twenty years they were the main supports of the institution, with which they remained connected up to the period of that change in its affairs which was brought about during the troubles of the revolution.

Of the other members of the faculty, the Rev. Ebenezer Kinnersley, professor of English and oratory, was perhaps the most conspicuous. Having been associated with Franklin in the prosecution of his investigations into the subject of electricity, he acquired a taste for that science, which induced him to procure a set of apparatus, calculated to exhibit an exemplification of its newly discovered principles, by varied and pleasing experiments. Thus provided, and at the time engaged in no other employment, he was prevailed on by Franklin to exhibit these experiments publicly, and to accompany them with explanatory lectures; the first, probably, which were delivered on a scientific subject in Philadelphia. The plan succeeded so much to his satisfaction, that he made a journey through most of the colonies, delivering his lectures in the capital towns, and even visited the West Indies on the same errand. In an article of the American Magazine for October, 1758, written, there is every reason to believe, by Dr. Smith, it is stated, that Mr. Kinnersley, was "the chief inventor of the electrical apparatus, as well as author of a considerable part of those discoveries in electricity published by Mr. Franklin, to whom he communicated them. Indeed," the author of the paper goes on to say, "Mr. Franklin himself mentions his name with honour, though he has not been careful enough to distinguish between their particular discoveries. This, perhaps, he may have thought needless, as they were known to act in concert. But though that circumstance was known here, it was not so in the remote parts of the world to which the fame of these discoveries has extended." Coming, as this account probably does, from one so closely associated with the subject of it as the provost of the college must have been with one of the professors, it may be received as the statement of Mr. Kinnersley himself. It must, however, be confessed, that Franklin, in his memoirs, has admitted no claim of this or any other person to a participation in the dis-

coveries which he made and announced; but merely states, that he resorted to the assistance of Mr. Kinnersley, as a neighbor and man of leisure, in the performance of his experiment. The electrical apparatus collected by Mr. Kinnersley must have been extensive; for after his death, it was purchased by the trustees of the college, according to a valuation made by impartial and well qualified judges, for the sum of five hundred pounds.* Mr. Kinnersley was introduced into the institution in the year 1753, as the successor of David James Dove, who was the first teacher of the English school. In 1772, the state of his health rendering a voyage to a warm climate advisable, he resigned his station, after having performed its duties for the space of nineteen years.

The Professorship of the languages was originally filled by Paul Jackson, who, in the year 1758, left the institution on account of ill health, and was succeeded by John Beveridge. This gentleman had, when young, taught a grammar school in Edinburgh, under the patronage of the celebrated Ruddiman, from whom, as well as from other men of note, he brought with him to this country strong testimonials both of his ability and good conduct. When invited to connect himself with the Philadelphia College, he was residing at Hartford, in Connecticut, where he had for some time been conducting a private Latin school with great success. As a classical scholar he was thought to be inferior to none in the colonies. Some of his compositions in Latin are still extant in our older Magazines, and evince a familiarity with that language, which, with his long habit of teaching, must have well qualified him for his station in the college. Upon his death in 1767, James Davidson, who had previously kept a school in Newark, was appointed to the professorship.

Of the earliest mathematical professor, very little seems to be known. His name was Theophilus Grew, and it would appear, from a slight notice contained in an article of the American Magazine before alluded to, that he had "long been an approved teacher of mathematics and astronomy" in Philadelphia. He was attached to the institution at its origin, and continued so till his death in 1759. Hugh Williamson, a graduate of the school, succeeded to his station.

This brief account of the early professors, will not be thought misplaced by those who feel an interest in the spread of learning, science, and the arts of civilization in a young country, and are willing to do justice to those who made the promotion of this object the business of their lives.

MR. INGERSOLL'S ADDRESS.

Remarks of the Hon. Joseph R. Ingersoll, at the Town Meeting, held in Philadelphia, on the 24th August, 1835.

This meeting appears to have come together, under the influence of the purest love of country. Deeply impressed with the conviction that such is unquestionably the case, I have not hesitated to comply with the request with which I have been honoured to bear a part (although it will be a brief and unimportant one,) in its proceedings. The answer which the meeting itself so promptly and cheerfully gives to the unassuming invitation in which it originated, is the best practical proof how cordial is the attachment of this portion at least of the republic to the rest, and how much it is calumniated in the charge that it would assist or even countenance efforts of hostility or harm towards any part of its extended sisterhood. It were indeed devoutly to be wished that the occasion did not exist for so large and

*The first rector of the academy was a Mr. Martin, who died very suddenly, soon after his appointment, and was succeeded by Dr. Allison, who then resided in Chester County, and was invited by the trustees to fill the vacant place.

*It is proper to state that this estimate was made during the revolution, at a period when the legal currency had very much depreciated.

anxious an assembly. Topics of such deep and heart-rending interest as those which it must discuss, are in general too delicate in their nature and too exciting in their consideration, to be beneficially or even safely sought. The individuals who have been active in promoting this opportunity for an interchange of sentiment, are among the last who would unnecessarily volunteer to agitate them. The feelings themselves which they are calculated to excite, are placed within us for wise and beneficial purposes, but they are better, infinitely better, left to slumber in the bosom than when called into active and tumultuous exercise. There are subterranean fires, which, undisturbed, may serve to promote the salutary ends of nature: but when moved and agitated, sometimes burst forth in unquenchable rage, and whelm in one wide ruin all that nature herself has framed most fair, or imitative art in its happiest efforts has contrived to fashion. As long as it is possible, these powerful and destructive agents should be let alone. Dangerous alike to all, all should shun them until the last extremity.

Occasions however, though rarely, yet unquestionably occur, when the danger of excitement must be braved, or the very fear of it may overwhelm us. It will unhappily break out if provoked by idle curiosity or injudicious zeal, whether we will or no. Then if we do not take care at once to master and subdue it, it will be sure to subdue and master us. When thus forced into existence, or from unknown causes, whether innocent or guilty, already there, it is only by meeting it with a bold and manly front that it can be disarmed of its terrors, and then and only then, instead of being an arbitrary and cruel conqueror, it may become a reluctant but efficient agent in the cause of justice.

Such has been the case, from the time of the formation of the federal compact, with the subject of domestic slavery in the Southern States. They—the present generation and the generation of the revolution—inherited it from their British ancestors, whose local descendants are now the loudest to complain of its existence. It was believed to be a necessary, or rather an inevitable evil, and it was agreed to as such in the great compromise which formed us effectually a nation, a compromise to which we owe most of our prosperity, and all our subsequent glory. While it was entirely acquiesced in by the best and wisest of the fathers of the republic—by all and every one, in effect, of that people who became sovereign and independent, it was deemed unwise and indelicate to agitate it as a subject of frequent discussion, and rarely did a public consideration of it occur. It was once perhaps a vexed, but it then became and it must be regarded now, a settled question. One, no longer to be practically moved or doubted. How could it be otherwise when it received the sanction and the seal of the sages of those trying times? of the Madisons and the Franklins, the Pinckneys and the Rutledges, the Morrisises and the Hamiltons, and (if I may pluralize that name that will for ever stand single and alone in history,) the Washingtons of the revolution? All of these are names affixed to the Constitution of the United States, in which domestic slavery is no less than three times distinctly recognized, sanctioned and adopted. It is sustained in that clause which fixes the ratio of representation among the several states, and gives to slave population an individual as well as a pecuniary influence. It is found in that section which postpones and limits the regulation of the slave trade itself for more than twenty years. It is especially and emphatically operative in the mutual pledge extending to all and over all, which denies to State legislation itself the power to emancipate fugitives from service or labour, and requires every where the prompt and effectual restoration of them.—Laws have been passed to give certainty to those provisions. They have been acted on wherever and whenever they have been required. The system has become perfectly established and understood; and its theory and

exercise are (like axioms in mathematical science,) no longer to be questioned.

Notwithstanding this long course of comparatively tranquil and unimpassioned acquiescence, of freedom from excessive officiousness and interference, from agitation and alarm, it seems that at the end of nearly half a century, this topic is to be made the fatal messenger of discord and disunion. It was reserved for this ill-star'd day—a day of general excitement, for the fires of *ultra abolition* to be stirred up, and its pernicious flames to be spread abroad. Such is at length the mournful fact. The unhappy conflict can be no longer shunned: and all, however reluctantly they may enter into the lists, must be parties to it on the right side or on the wrong one. If the *few* will raise disturbances, it is for the *many* to put them down. If the *few* falsify the character and complexion of the community, give out ambiguous or deceitful voices, slander their neighbours by proclaiming as the sentiments of all, the sentiments of a handful, it is for the many to come forth in the majesty of truth and the boldness of indignant patriotism, and redeem themselves and all about them (all except a discontented and misjudging few,) from the reproach and degradation. Who will silently submit to be falsely considered a violator of the laws—a promoter of civil discord—a stimulator of rapine and havoc—of bloodshed and massacre? No man that has a heart in his bosom to prompt his feelings, and a head upon his shoulders to govern his actions. I do not mean to say that the men who have given birth to these unhappy proceedings have been actuated by the base and malignant motives to which their conduct might be taken for an index. But when they wear the appearance of incendiaries and do their deeds, they must be content to bear the opprobrium. When they utter from the midst of a community sentiments which the mass of that community condemns, they must be content to listen to the condemnation, though it speaks in a voice of thunder. If fire brands have been scattered, it is not by our hands. If death blows have been inflicted, it is not with our weapons. *Shall we, can we* consent to be the passive spectators and supposed promoters of these atrocious *consequences*, whether the motives from which they spring, the individuals who gave them motion, the causes in which they originated, be good or evil?

An occasion thus, unfortunately, is forced upon us, upon which it has become delicate and just to descant on the subject of domestic slavery. It has become so, because the topic, ordinarily dangerous, and always to be cautiously approached, has been already tortured into prominent notice, with all the dangers of a kindly disposed, but officious attention, and with none of the consolations which such a state of things might possibly have possessed. Are they who are really attached to the Union, who uphold and venerate the Constitution,—who truly estimate the blessings and advantages enjoyed in the existence and prosperity of a common country, and who feel, and desire to practice the duties they owe to it and to every part of it—are they to stand by and tamely see these fair works mutilated and destroyed?

The discussion has become especially proper, however, because the good people of the South have seen and heard these things, and will inevitably draw erroneous conclusions from them, if they are not put in the way of drawing just ones. Unless better informed, they will conceive—they have already conceived, that the whole North is united in one array against them, their interests, characters, and lives. They are at this very moment labouring under the (unquestionably natural) delusion, that the notions avowed, promulgated, and acted on among us by misguided individuals, are the prevailing and universal sentiments of the whole Northern part of the Confederacy. My fellow citizens, are they so?

I venture to maintain that in the present controversy

between the scattered agitators of the North and our Southern brethren, the South, in their complaints, are right,—and they who agitate and inflame, are wrong. They are wrong, because their proceedings tend to arouse a slumbering lion, and lash him into madness: because, (although they may stand aloof from personal and immediate agency) they provoke the incendiary to light his torch,—the midnight assassin to aim his murdering dagger: because they invite, foolishly at least, and inhumanly, perhaps, to deeds that would deluge a large portion of the country with the blood of its own citizens.

What pretext have they for this infatuation? Do they not know that they are acting against the Constitution? Perhaps not, God grant that they do not! and that thus far they sin in ignorance of established rights. If so, let them be now told, with emphasis, of their fatal misconception.

The Constitution is a contract, as much so as any that was ever framed. It has been truly said, a hundred times, that it was formed of reciprocal concessions and compromises. Our fathers weighed their relative importance and necessity, and mutually made them.—They did wisely and virtuously. The fabric thus raised has been occasionally assailed: but, it has stood, thus far, firmly, amidst the rudest shocks,—and proved the wisdom of its framers. Are we about to be wiser and more virtuous than they? to burst asunder the holy mystery in which they are almost every one of them enshrined—to call their sainted spirits from the trembling hopes of an eternal world, and arraign them before a self-created tribunal here, for one of the best of human works? What part of their valuable legacy will be safe if this is to be violated? If one set of individuals choose to quarrel with domestic slavery, another may refuse submission to the extent of the judicial power; or a third insist upon throwing off the limitations of the Executive. New features will be given to the Constitution, as caprice, or vanity, or interest, or malice may devise.

Will it be said that they do not involve questions of conscience? Any thing may be made the stalking horse of a sickly conscience. Many excellent individuals disapprove conscientiously of judicial *oaths*, some of capital punishments, and not a few of imprisonment for debt. All have been made at times the subject of conscientious animadversion. But the amiable individuals who entertain these sentiments, and so far as they influence their own practice, act up to them in their personal and private doings, never have attempted to prostrate by force or fraud the laws, which an opposite sentiment has created, much less to palm or impose upon a whole community their peculiar doctrines. No man has a right to be the guide of another's conscience. He who undertakes to prescribe to the southern population a course of duty that happens to conform to his own particular sentiments, and to insist upon their conformity to it, is himself, while he believes that he is promoting the cause of liberty, the most arbitrary of tyrants, and would make of others the most abject of slaves.

I rejoice to find among the resolutions offered, one which draws a distinction between the legitimate genuine friends of abolition—those who have become members of the society bearing that name, and the *ultra* devotees of the cause, who are determined to effect their object at every hazard: to do so though the victims of their delusive pity should perish or deserve to perish in the attempt. The Abolition Society contains upon its rolls, in its first establishment and subsequent history, names of individuals among the most honored and distinguished of this and other countries. But in consenting to attach themselves to that society, and in giving it the advantage and influence of their counsel and their names, they had in view, and intended to abide by and sustain the constitution. Benjamin Franklin was their President: and his name stands at the

head of the long list of worthy men who composed it when it was chartered in 1789. Benjamin Franklin stands also at the head of the Pennsylvania delegation which in general convention aided in forming, and actually subscribed the constitution of the United States in 1787. Two short years had not effaced its provisions from his recollection, or rendered its sanctions insignificant in his eye. Few of us have not in some shape or on some occasion, solemnly sworn to support that instrument. Let us not lightly forego the duty thus fearfully assumed. For myself, called as I have been by your suffrages to a post where duty and inclination, seconded by a repetition of that solemn sanction, would lead me to give every effort of my soul to its support, I should deem myself unworthy of your confidence, if I did not here stand forward, and availing myself of the occasion, when it is threatened and assailed, pledge for it the humble, but honest and unhesitating assistance and protection of this feeble arm.

It is not for us to settle the question of the relative happiness and hopes of the slave in a country of religion and laws, and the freemen on the shores of Africa—where the light of reason and of revelation has scarcely dawned upon a barbarous land. Much might be said to render the question far more clear of doubt. Still less is it for us to defend the necessary cruelties which have disgraced even the odious traffic in beings who bear an immortal spirit in their bosom. The constitution and the laws are for the present sufficient theme. They form a rule to guide our course through the present controversy, and the direction is as obvious as if it were written with a pen of fire. If there are among us those who believe that the only alternative that remains to them while they are amongst us, is to violate their consciences, or violate the laws—the path of duty is as plain to them. If they cannot continue members of a community stained as they suppose, with the blot of slavery, let them not indulge their morbid sensibilities at the expense of the happiness and the lives of millions. Rather let them depart in peace, whether they are among us from the contingency of birth or the contingency of adoption. 'The world is all before them, where to choose, and Providence their guide.'

From the U. S. Gazette.

IMPORTANT DECISION.

Mordecai Thomas *versus* William P. Jenks & Co.
John C. Parry & Co. *versus* The same Defendants.
Same *versus* Same.

Supreme Court of Pennsylvania, Eastern District, March term, 1835.

These cases were brought up on appeals from the decisions of the honourable Judge Fox, President Judge of the Court of Common Pleas of Bucks co.—The principal point decided by Judge Fox below, was that an assignment by a partnership, firm of a *part of their property* for the benefit of their creditors, and which stipulated for a release as an equivalent for the assignment, was fraudulent and void, even though the property retained was the *private* property of the assignors.

The case was opened by Mr. Sharswood for the plaintiffs in error; Mr. Ross (of Bucks county) followed for the defendants in error. Mr. Randall was about to proceed on the same side, when he was stopped by the Court, who called on the other side to know if they had any thing more to add. Mr. Sharswood briefly rejoined.

Chief Justice Gibson, at a subsequent day, delivered the following as the *unanimous* opinion of the *whole* Court:

It is difficult, at a glance, to reconcile the mind to the decisions in support of these conditional assignments in any case, or to comprehend how a conveyance which puts the debtor's property beyond his cre-

ditor's reach, except by terms prescribed by himself, can be any thing else than an act to "delay, hinder, and defraud," within the purview of the 13 Elizabeth. On the other hand, where the object is in truth distribution and not hindrance, the supervening delay being but incidental to the process, it is not easy to point out a defect in the argument on which they have been sustained. The basis of it is the admitted right which every debtor in failing circumstances has, to prefer one creditor to another, for as an assignment on valuable consideration, and for a lawful purpose as payment of debts, it necessarily passes the property out of the debtor, the consequence indicated as apparently objectionable, is unavoidable, though there be even an express reservation of a trust for the debtor in the unconsumed surplus, which is no more than the law would imply without it, such surplus being hable in his hands as if it had never passed from him. The difficulty is to understand how he may lawfully manage his right to give a preference, in such a way as to secure an advantage to himself in the release of his person and future earnings. And the solution of it is found in the arbitrary control over the order of payment allowed him by the common law, and not restricted by the 13 Elizabeth; which, suffering him to postpone any creditor to the rest, makes participation of the fund before those he may choose to prefer are served, not so much a matter of right as of favor. To let a creditor in among the first, therefore, though on condition that he release the unpaid residue of his debt, may be to do him a favor instead of a wrong, which may consequently be extended to him on terms or not at all. Having an unquestionable power of preference, of which he is the absolute master, it follows that he may set his price on it, provided it be not a reservation of part of the effects for himself, or any thing that would carry his power beyond mere preference. Such is the unavoidable, if not the just effect of suffering a debtor to distribute the wreck of his fortune among his creditors according to his pleasure; and it is the repugnance of the mind to inequality of satisfaction, which has induced legislators to extirpate the root of it in bankruptcy and insolvency, by substituting for it a process of distribution paramount to the will of the debtor. To expunge the principle of preference from a bankrupt law, made by the debtor himself, so long as he is permitted to legislate for himself, would require the force of a statute; and I am unable to say that the decisions which sustained these assignments originally, though coupled with a stipulation for prospective exemption, were unfounded in the principles of common law, certainly it is now too late to question their authority. The legality of such a stipulation seems not to have been contested in *Brown vs. Smith*, 4 Dallas, 76. Indeed the reasons of the judges are so indistinctly set forth in that case, and the discrepancy of their views is so remarkable, as to render it of but little value as a precedent for any thing.—From *Lippincott vs. Bark*, 2 Binney, 174, in which the point was expressly ruled, to the present time, the occurrence in practice of a countless number of such assignments—many of them recognized by judicial decision—and the immense amount of property held by the title, would make it dangerous even to pause as to the validity of it.

But the principle of preference on terms of compromise, is not to be indulged so far as to legalise the reservation of a portion of the effects for the debtor himself. In *McAllister vs. Marshall*, 6 Binney, 338, it was held that an assignment of *all* the effects upon a stipulation to re-convey a *part* for the benefit of the debtor's family, is void for the part to be re-conveyed. It was unnecessary to pronounce it void for the whole, as no more than the part re-conveyed was in contest; but nothing is clearer than that a contract, fraudulent in part by the provisions of a statute, whatever be the abstract effect of fraud in other cases is void in the whole.

The principle has since been applied in *Hyslop vs. Clark*, 14 John, 465, to the very case of an assignment

in trust for payment of debts. Under the 13 Elizabeth, then what is the difference between a conveyance of the whole on terms of returning a part, and a conveyance of a part in the first instance? Certainly but a difference of form; and not a difference of principle or effect. In either form the transaction would give the debtor the same advantage at the expense of the creditors. A debtor, for example, who has enough to pay seventy-five per cent. to all his creditors, assigns two thirds of his effects, or to the value of fifty per cent. of his debts, in trust to pay those who shall release by a certain day; and retains to the value of twenty-five per cent. With the alternative of choosing between these two funds put before him, what would a creditor probably do? If two thirds in value, and no more should happen to prefer the trust fund, they would get seventy-five per cent—their just proportion of the whole effects—while the others would get as much from the portion in the hands of the debtor; and in that conjecture any particular choice would be indifferent to him. But if less than two thirds should accept the terms proffered in the assignment, they would get more than their just proportion, and those who rejected them would get less. If, however, all should accept, then all would get at the least fifty per cent. while if all should reject, they would get but half as much. The probability, therefore, is, that a great majority—perhaps all would select the trust fund; and that would leave a surplus to the debtor. Now it must be obvious that an exercise of the right of preference, which might produce that result, cannot be a legitimate one. The creditors are entitled to the benefit of the whole estate, of which they are not to be deprived by an arrangement that would impose on them the necessity of resorting to a part of it in exclusion of the rest. The very imposition of a choice which might prove unfortunate, would be an exposure of them to a peril which they are not bound to encounter. An assignment, therefore, that would present but a part of the effects to the creditors, and refuse the rest, is necessarily fraudulent, as it would be a means to extort an unfair advantage. But why, it may be demanded, shall not the debtor be suffered to stipulate for a part of the property, as well as for the exemption of his person and the future acquirements?—The answer is, that the statute, by which alone any stipulated exemption is prohibited, looks but to the property, which may be the subject of present assignment. It protects the creditor's recourse to the property conveyed, by avoiding all conveyances that would delay, hinder and defraud him of it, without, however, protecting his recourse to any thing else, because the assignment cannot operate on any thing else.

Now an assignment of partnership effects is a partial one, wherever the debtor has separate property. The terms of the present embrace "all manner of machinery, stock, goods, chattels, debts, accounts, claims, and all other things whatsoever, of the said William P. Jenks and company, as well real as personal, and of what nature, kind, or quality soever;" which evidently has respect but to the joint effects. And this assignment of the partnership effects, is on condition that the creditors execute by a day certain, a full and sufficient release of and from their claims to the said William P. Jenks and William Maris, *individually*, and as co-partners." Such a release would undoubtedly exonerate their separate estates; and the validity of the assignment therefore depends on a single question of fact. It amply appears in the proofs reported by the commissioner, that both partners had separate property—the one to the value of several hundred dollars, and the other to the value of several thousand. The assignment was therefore fraudulent and void; and the proceeds of the property were properly awarded to the execution creditors.

Decree in each case affirmed.

Counsel for the Plaintiffs in error—M'Dowell, (of Bucks Co.) Sharswood and J. R. Ingersoll.

Counsel for the Defendant—Chapman and Ross, (of Bucks Co.) and Randall.

From the Boston Traveller.

W. H. DILLINGHAM'S ADDRESS.

At the late commencement of Williams College the oration before the Alumni was delivered by W. H. Dillingham, of Westchester, Pa. It was replete with sound sense and judicious counsel to those just entering the world, and we hope it may be published. Meanwhile that part of it which related to the pursuit, by young men, of politics as a trade, appeared to several gentlemen so important and apposite to the present time, that they requested Mr. Dillingham to permit a copy of it to be taken for publication.

"But, of all the mistakes into which young men in this country are liable to fall, there is none more common and more dangerous, than to make politics a chief good. It is in the nature of our institutions to create a tendency to this error. Our ears are ever and anon assailed by the din of party strife, and the elements are always in commotion to advance some party leader. The great object of the world in which we live would seem to be politics—

Beware of this as a ruling passion—

Fix not your minds on this as your noble object.—Its corrupting influence on the minds of youth, has been held by a distinguished observer of human nature, to be scarcely less than that of the gambling table, and still more odious vices. Each has within itself an inextricable vortex. Each will prove to its votaries, insatiable as the grave. I speak of politics as a trade—distinct from patriotism, that genuine love of country which glows in every generous and virtuous bosom. I speak of party politics; politics which prefer party to country—which begin and end in self, and whose only object is self-advancement. Such politics are the bane of our youth, and threaten ruin to the country. I refer to no particular party, nor to one more than to another—all, all have the taint, deep and damning.

There is but too much ground for the retort of other nations, when reproached by us with the servile homage they pay to Kings, that our politicians to succeed, must pay a still more servile homage—they must, forsooth, succumb to the passions and flatter the prejudices of the people. Is the whole theory, then, it may be asked, of a Republican Government, predicated upon a false conception of the dignity of human nature. Is the humiliating truth to be developed in our own experiment of a free government, that it contains within itself the seeds of its own destruction, and, like every thing human from the first moment of its existence, has been tending to decay? Forbid it, patriotism!—Forbid it, Heaven! Put forth your strength, ye seminaries of learning—redouble your efforts, ye of the sacred desk—sound the alarm, ye sentinels of the Cross—cherish virtue ye ingenuous youth, and wherever thou seest a patriot heart, "among the faithless, faithful," O haste to the rescue.

What is it that now stalks abroad in the land, in defiance of Law? What is it that dares to perpetrate the most atrocious crimes in the face of day? What is that which everywhere strikes at the vital principle of the social compact, makes the ministers of justice tremble in their seats, and laughs punishment to scorn? What wild fury is this which arrogates the right to remove all grievances and redress wrongs by fire and sword, and not confining itself to the lawless inhabitants of the border, or the crowded and corrupted population of our great cities, has brought upon New England even, the scandal, that it is no longer a Land of Law?—Surely some mighty principle of evil has been let loose to teach us our danger, the madness of our prosperity, and the false dream of our security.—Surely, surely, we have not properly acknowledged our obligations to that overruling power from whom we derived our blessings, and whose sustaining grace alone, can save us from ourselves. These remarks are made in no spirit of the cynic—these are no imaginary

fears. Revelation teaches us, and all we see and hear and know, all we observe and all we experience, confirms the truth that man is by nature corrupt. It is an every day truth that men in general, are more governed by selfish and sordid motives, than by virtue and patriotism.

With the politician the great object is success—to ensure success; he must address himself to the governing principles of our nature—to our master passions—the grand moving springs of action; whoever evinces the most tact in this is the most certain of his object. It would seem to be only in some great crisis, like that of our Revolution, that entire prevalence can be given to principles of exalted patriotism, and such, alas, are "few, and far between." As it is with individuals, so with nations; prosperity is more dangerous than adversity, and it often requires some appalling accident, severe affliction, or overwhelming calamity to bring us to our senses. When such things come, if we properly improve the occasion, we may still learn that it is sometimes "more noble to atone for a fault than not to have committed it." Hence, let no man say all this recklessly, in the spirit of reproach, or censure, or complaint, or repining.—Let him the rather say it with deep self-humiliation, in humble confession, as a part of his own individual sin, to be repented of and atoned for—taking all condemnation to himself, and exercising all charity for his neighbors. Thus, and thus only, can we hope to arrest the anger or supplicate the favour of Heaven, or hasten the approach of the millennial day.

To stimulate ourselves to this duty, let us turn our eyes for a moment to the causes of gratitude which everywhere present themselves. Looking out upon this fair land, what unexampled prosperity—what abounding wealth—what improvement in the arts—what development of resources—what victories over time and space—what trophies in literature and science—what distinguished success in all the learned professions—what stupendous efforts in the cause of Education, Religion and good morals—what patriots and statesmen still vouchsafe to us a mighty host, who love their country—appreciate its danger, and stand ready to sacrifice themselves in the breach—and O, far better than all, what patient long suffering in the great Author of all good, that our Union has hitherto been preserved. While this blessed Union lasts, let us never despair of the Republic.

Eschewing all party politics, what is the ingenuous youth to do, who feels within himself the strivings of a noble spirit, that generous aspiration after fame, which must have been imparted to him for a wise and good purpose? I have in my eye the model of a character, great and good, which has steered clear of this evil, and achieved all that chastened ambition could desire. Would that I could present to you this model in that clear outline and graphic distinctness with which it is impressed upon my mind and heart. Imagine a young man graduating at one of the Colleges in New England, at the age of fifteen, with honour of a Greek oration, pursuing his professional studies with diligence and success under an eminent Jurist in an adjoining State, and admitted to practice before he was twenty-one, locating himself, about the close of the administration of the Elder Adams, in one of the largest cities in the Union, where talents find the most scope for action, the strongest incentives to exertion, and the best promise of reward—surrounded by a galaxy of distinguished men, pre-occupying those proud heights of the profession which young ambition could hardly hope to reach. Checked in the outset, by the downfall of a man under whose patronage he had placed himself before venturing to try the strength of his own wing—rallying from the shock and throwing himself at once into the arena of professional conflict—passing through a probationary term, without patronage and with very limited practice—at length attracting public attention

by his persevering industry, strict propriety of conduct, solid good sense and manly dignity—emerging into business, and pursuing a career of usefulness, honor and distinction, for more than thirty years onward and upward, until he has attained an elevation of fame and fortune upon which no mere politician in the country can look down, and to which all might refresh themselves by looking up. Such a man is now the father of the Philadelphia Bar. No man ever owed less to chance or adventitious circumstances: no man ever more fairly earned wealth and fame: no man, within the same time, has performed more actual labor, done more good, or taken more pleasure in doing good, or challenged less of envy, or jealousy, or distrust, by a prosperous career. Could I tell you in a word how all this has been done, I would say, briefly, constant active energies, well disciplined—an all pervading benevolence—the most perfect command of temper—prudent forecast—practical wisdom—love of labor—an ever sustaining consciousness of rectitude. His high ambition has always been, to make himself useful, to do right, and to do good. He is neither carried away himself, nor carries away others by the false glow of genius, so called—the display of an over-heated imagination, or the excitement of thrilling passions; wherever known he inspires respect, confidence and affection—his presence is held by his friends as that of some good genius, his smile is ever their delight, his council their safety, his word their law.

Regarding this as the best government in the world,—avowing that he would live under no other, and inculcating upon all, the duty to sustain it unimpaired—with every temptation to enter political life he has steadily maintained that for him “the post of honor is a private station.” The intimate friend and associate, throughout his whole career, of two of the most eminent statesmen of which the country can boast, he has always held an equal rank with them in the commanding influences of the profession, and enjoys an equal share of the rich harvest of its reward—still retaining all their friendship and all their intimacy, knowing well what their political trophies have cost them, and what they have availed them, after having

“trode the ways of glory,
And sounded all the depths and shoals of honor,”

their relative weight as men and as politicians, their comparative influence and usefulness in political and professional life, he must see abundant reason for self congratulation; and were the question now put to them, great and magnanimous as they most truly are, my life on it, they would say to him, “yours has been the wiser part.” Go to the gentleman, as the eventide of life approaches, and you will find the same frankness of feeling, vigor of intellect, activity of spirit, and pleasure in doing good, which ever characterized him. Enquire for his resources when he shall have withdrawn from the “heat and burthen of the day,” and you will discover that he is never less alone than when alone. Ask him how he has managed all his life to make so many friends and so few enemies, and you will learn that he set out in life with the resolution to be “his own keeper.” In such a character we recognize a descendant worthy of the pilgrim stock. The name of ancestors which he bears, is to be found among those of two different generations in the annals of our oldest University, once as its governing head. Such a character well illustrates the New England virtues.

Imitate his high example, and so shall the influence which you exert in the world, be as extensive as it is benign: stand by the principles which you have here imbibed, and cultivate that “powerful, habitual impulse of conviction which shall prompt you to the highest attainments of wisdom and excellence”—so shall your life be useful, your name honorable, your fame enduring, and your death happy. Eschew party politics as

you would avoid the bitter pangs of disappointed ambition—cherish that affectionate gratitude to your teachers, and that high estimate of the value of education, which is your first birth-right. So may we all, here, meet again in future years: and whatever may be the secret counsels of the great Eternal with regard to us, our purposes, our wishes, and our hopes, let each endeavor so to live that when his “summons comes,” he shall receive it

“Like one who wraps the drapery of his couch about him,
And lies down to pleasant dreams.”

COAL TRADE OF THE SCHUYLKILL.

Number and description of Vessels cleared from the River Schuylkill, laden with Coal, during the year 1834.

Cleared by	Brigs.	Schrs.	Sl'ps.	To'l.
Delaware Coal Co.*	19	124	51	194
North American do.	4	131	13	148
Phoenix do.	6	45	71	122
Little Schuylkill do.	6	221	31	258
J. S. Silver,	2	124	30	156
Sam'l. B. Reeve & Co.	0	139	40	179
Neligh, Bull & Co.	10	72	15	97
Alfred Lawton,	2	86	14	102
J. W. Downing,	0	41	16	57
Wm. J. B. Smith,	2	34	14	50
J. Bunting & Co.	6	34	7	47
Jacob Serrill,	6	20	17	63
Blight, Wallace & Co.	0	39	10	49
H. Blackiston & Sons,	2	28	6	36
J. C. Offerman & Sons,	0	8	1	9
Johnson & Franklin, West, Hodgden & Co. Eldridge & Brick, A. & J. Bolton and Robert Young,	7	76	84	167
Grand Total,	72	1122	420	1654

*Cleared on the Delaware, 1 ship and 2 brigs.

The whole amount of tonnage employed in transporting Coal on the Schuylkill is 24,733 tons. A large amount of tonnage is also employed in conveying it from Philadelphia to different places along our extensive coast.

It will be seen by the above statement, that the amount of the tonnage of Boats employed in the transportation of Coal alone, from the Lehigh Mines, is 22,150 tons; on the Schuylkill 24,733—making a total of 46,885 tons.—*Commercial List.*

THE BANK OF THE UNITED STATES.

1. State of the Bank from June 1st to September 1st, 1835:—

	Loans.	Bills of Ex'ge.	Totals.
June 1,	38,787,793 57	24,854,852 47	63,642,646 04
July 1,	40,221,638 99	24,976,053 92	65,197,692 91
Aug. 1,	40,116,613 27	24,197,904 95	64,314,518 22
Sept. 1,	40,265,325 76	21,521,694 70	61,787,020 46
	Circulation.		
June 1,	22,009,474 40		
July 1,	25,332,820 16		
August 1,	24,329,222 95		
September 1,	23,645,122 66		
	Specie.	Funds in Europe.	Due to State Banks.
June 1,	13,912,577 47	2,007,146 45	691,699 50
July 1,	13,429,328 74	2,378,669 57	2,065,655 71
Aug. 1,	12,883,968 43	2,258,886 94	1,793,921 04
Sept. 1,	12,840,781 31	1,885,136 89	946,445 63

2. *State of the Bank from June 1st, 1834, to Sept. 1st, 1834:*

	Loans.	Bills of Ex'ge.	Totals.
June 1,	34,739,871 21	17,462,041 67	52,201,912 88
July 1,	34,423,921 72	16,601,051 00	51,024,972 72
Aug. 1,	34,744,116 99	13,932,049 90	48,676,166 89
Sept. 1,	34,863,326 55	12,196,172 10	47,059,498 65

Circulation.

June 1,	16,612,527 06
July 1,	16,641,997 90
August 1,	16,469,342 60
September 1,	15,298,577 90

	Specie.	Funds in Europe.	Due from State Banks.
June 1,	12,298,333 20	1,995,291 80	1,622,076 91
July 1,	12,823,997 93	3,827,413 03	408,726 34

			Due to State Banks.
Aug. 1,	13,626,049 63	4,338,372 07	530,972 26
Sept. 1,	13,863,897 99	3,859,820 92	400,837 73

To these we annex an extract of the loans at New York:—

NEW YORK.

	Active Debt.	Domestic Bills.
Aug. 5	7,720,522 64	2,266,200 03
" 12	7,885,858 40	2,372,324 03
" 19	7,866,848 80	2,363,398 84
" 20	8,009,182 15	2,336,071 76
Sept. 2	8,007,194 92	2,426,396 61

These statements exhibit the following results:

1st. That so far from being diminished, the loans of the Bank on the 1st September, 1835, are greater than they were on the 1st of August—and we add after examination, greater than they have been at any period within the last eighteen months.

2d. That the general and usual reduction of business during the last quarter of this year is much smaller than during the corresponding quarter of the last year. Thus comparing the two quarters as follows:

1834.	Loans.	Bills.
June 1,	34,739,871 21	17,462,041 67
Sept. 1	34,863,326 55	12,196,172 10

Increase, 123,555 24 Decrease, 5,265,869 57

1834.	Totals.
June 1,	52,201,912 88
Sept. 1,	47,059,498 65

Total Decrease, 5,142,414 23

1835.	Loans.	Bills.
June 1,	38,787,793 57	24,854,852 47
Sept. 1,	40,265,325 76	21,521,694 70

Increase, 1,477,532 19 Decrease, 3,333,157 77

1835.	Totals.
June 1,	63,642,646 04
Sept. 1,	61,787,020 45

Total Decrease, 1,855,625 58

What is more striking, it appears that the reduction of business this year is far less than it was last year.

Thus the increase of loans during the quarter last year was only \$123,000 00

While this year it is 1,477,000 00

The falling off of the Domestic Bills which last year was 5,265,000 00

And this year is 3,333,000 00

Making a total reduction in this quarter in last year of	5,142,414 23
And of this year	1,855,625 58

Being a reduction last year, beyond this year of	3,286,788 65
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From the Towanda, (Penn.) Banner.

ABOLITIONIST.—Our borough was visited on Thursday last by an itinerant lecturer on the subject of immediate abolition of slavery, by the name of Gunn, and on the next day notices were pasted up in several places that a lecture would be delivered on that subject at the Court House in the evening. An intensity of feeling was soon manifested among our citizens, and it was evident that if he proceeded considerable excitement would be produced. A meeting was immediately held and a committee of 15 or 20 of our most respectable citizens appointed to wait upon the gentleman and inform him of the state of feeling, and request him to omit his proposed lecture, as the consequences, should he persist, might be unpleasant, and perhaps serious.—He was very desirous to be heard, but on seeing the determination on the part of our citizens, to prevent any agitation of the subject he very prudently thought best to decline his intended lecture. Our village is naturally quiet and peaceable, and we have no desire it should be disturbed by this agitating question which has so recently produced such melancholy results in other places.

Having inserted all the documents in relation to damming the Delaware—we now publish the following speech on that subject, as we find it in the Bucks County Intelligencer of the 2d inst.

DAMMING THE DELAWARE.

SPEECH OF MR. W. B. REED,

Delivered in the House of Representatives at Harrisburg, February 26, 1835.

On motion of Mr. Reed, of the City, the House proceeded to the second reading and consideration of the following Resolution:

Resolved, That it is inexpedient to ratify the compact executed on the 22d November, 1834, between the Commissioners of Pennsylvania and New Jersey, relative to the use of the waters of the river Delaware.

Mr. Reed said: It had not been his intention to occupy the time of the House with any remarks on the resolution under consideration. The Report which accompanied it, containing a full exposition of the views and reasoning of the Committee, had been for several weeks before the House, and he had reason to believe, so far as the merits of the main question were involved, was considered satisfactory. Recent occurrences, however, in the action of New Jersey on this subject, imposed upon him the necessity, he would not say of defending the Committee, but of vindicating the opinions they had deliberately formed, cautiously expressed, and to which he would add, they still resolutely adhered.—He was happy to reiterate his adherence to these views, after they had passed the ordeal of official criticism and rebuke. Mr. Reed said, he held in his hand the document, which induced him to make these observations. It had accidentally come to his possession, and was, he believed, the only copy at Harrisburg. It purported to be the Report made to the Legislature of New Jersey, by its Commissioners communicating the agreement.

It will be recollected that the compact for the use of the river was signed at Philadelphia, on the 22d of last November. By that act, the joint commission closed

its duties, and all that remained to be done was the transmission of the Report to the respective Legislatures. The Pennsylvania Commissioners performed their part immediately, as on the 12th December, the Governor communicated the Report to this House, where it was referred, and acted upon by the Committee, as well with the care and deliberate counsel that its importance deserved, as with the promptitude which a proper courtesy to our sister state dictated. The Legislature of New Jersey met on the 1st of January. No communication whatever, was made by the Commissioners, till this House acted by receiving the adverse report of its Committee on the 27th January; and then, and not till then, did the New Jersey Commissioners think it worth while even to write a Report.* That Report which had accidentally, and by no official communication come to his hand, is dated on the 2d of February, nearly three months after the execution of the compact at Philadelphia. It was signed by Garret D. Wall, J. M. Sherrerd, and P. J. Stryker, and was he presumed, genuine. Why it had been so long delayed, it is not easy to understand; still more difficult is it to say, why instead of a succinct and precise statement of the end and aim of the compact—such as was made by the Pennsylvania Commissioners, it had been transmuted into an elaborate and argumentative review of the Report of a Committee of this House. At this course, there is certainly no personal cause of complaint, unless between the two commissions. It is merely a circumstance worth nothing in the embarrassed history of these negotiations as indicating that the New Jersey Commissioners considered the compact as liable to objections by Pennsylvania, and therefore without departing from the studied indifference which is observable throughout—held back their report, so as to make it a sort of replication to our answer. There were doctrines and opinions in this Report of a most startling nature: such as would, if at all admissible, strip our citizens of unquestioned river rights, which they had always securely enjoyed, and recognise a control over our own streams such as no independent sovereignty, however modified by Federal institutions, could ever admit. It would be necessary to indicate only some of these assumptions, to show the citizens of this Commonwealth the tone of this extraordinary document.

The conflicting rights, or rather the conflicting interests of the two States, in the river Delaware, had been the fruitful source of embarrassment. There had been mutual encroachment and mutual erimination. Commission after commission, had been created, and negotiation after negotiation had failed. Except the compact of 1783, which settled nothing but jurisdiction; and the compact of 1785, which appropriated the islands, nothing like the result of conference had been attained,—whenever a compact was signed, the Legislature of one State or the other refused to confirm it. In the almost desperate hope of adjusting this ancient difference, the present joint Commission had its origin, and to how impotent a conclusion it has brought its labours, has been seen. It is demonstrable, that never were powers more singularly transcended for an insufficient object, than in this instance.

The state of things at the time this Commission went into operation was this: The state of Pennsylvania, through her Canal Commissioners, had erected at New Hope a wing dam and water wheels, in order to feed the adjoining level of the Delaware Division of the Pennsylvania Canal. This wing dam, without materially affecting the descending navigation, impeded, as is alleged, ascending boats. In the absence of other means of supply—this wing dam has become necessary to feed the Canal. As an encroachment, it is complained of by New Jersey, and as such indefensible, and ought as soon as the exigency can be obviated by other means to be removed. New Jersey, on the other hand, through

one of her corporate bodies—the Delaware and Raritan Canal Company, with no more authority, but with far more convenience, as no dam is used—has abstracted and may continue to abstract to an unlimited extent, the water of the river, diverting it to fill a navigable feeder of which the confessed object is competition with our public works. There is not a shade more of authority, of right or law in the one case than the other. It was with a mutual sense of wrong, that the Commission went into operation. The end was to agree on a mutual use of the river for actual and contemplated improvements, and to preserve unimpaired and unobstructed the natural navigation of the river. The instructions under which the Commissioners acted were precise—their object simple and perfectly intelligible. Mr. Reed said, he was indisposed to detain the House by a minute reference to these matters, but in passing, and with reference to these instructions so far as Pennsylvania was concerned, he would say, that the authority to execute a compact at all, or in any form, was never expressly given—perhaps never meant to be given. The resolution of April 10, 1832, gave the Commissioners power to view the wing dam at New Hope, as well as any obstructions authorised by either state to ascertain facts and report to the Governor, who was to lay the Report before the Legislature. The resolution of the 8th February, 1833, authorised them to report how the obstructions in the Delaware may be obviated, having due regard to a safe and convenient navigation of the river, and its use for actual or contemplated improvements without injury to the navigation. Here then was full authority to examine, to confer and to report, but none whatever to sign, seal and deliver. Not, however, that in this instance, this was very material, as he believed the compact whether authorised or not might be disposed of without reference to difficulties savoring at all of technicality. It would be well, however, for future commissioners to bear this in mind, especially, before they indulge as the New Jersey commissioners do, in the document now before me, in asperity and crimination.

Embarrassing, however, as the question of the Delaware river rights has been, it has been reserved for the present day, and for the astuteness of the New Jersey commissioners, to discover, that we have no right to the uncontrolled use of the tributary streams within our own borders. Such a pretension could never have been suggested, much less urged, among the joint commissioners; yet, now it is gravely and emphatically put forth as a matter wholly beyond dispute. I read, Mr. Speaker, from the second page of the New Jersey Report. "It could not escape the attention of the undersigned, that the State of Pennsylvania had constructed a Canal, in her own territory, from Easton to Bristol, called 'The Delaware Division of the Penn'a canal,' which is supplied by the Lehigh, one of the principal tributaries of the Delaware. To supply that canal, Pennsylvania had *without the consent of New Jersey*, and before she had exercised a similar right, constructed a dam at the mouth of the Lehigh, which almost diverts the waters of that stream, (the greatest which rises in the State of Pennsylvania, and runs into the Delaware,) from its natural course, before it reaches its destination in its natural flow and channel. The undersigned considered that the law of nations had settled the principle, that when two independent States have an equal property in a river which lies between them; neither has any more right to divert the waters of a tributary stream of that river from its natural course, before it reaches its destination, than to divert the waters of the River itself." This theme is dwelt on earnestly throughout the Report. The right in Pennsylvania, to dam the Lehigh is subsequently admitted; because, such is the argument, each State has a right to use the waters of rivers whether continuous or not, for the benefit and supply of its canals, upon no other principle, say they, can it be justified. Without pausing to dispute the

* See page 113 of the present Vol.

right of states to use even conterminous streams for the supply of their respective improvements, it may be distinctly asserted that the analogy of the main river, and the tributary, is wholly unsound and inadmissible. It deserves and should receive prompt and indignant refutation. The State of New Jersey has no right—nor have its citizens, except in a given state of things, arising from their relations under the union—any right whatever in the navigation of the Lehigh or any other stream wholly within our borders, that is not subordinate to the Legislative control of Pennsylvania. The idea so earnestly enforced, that Pennsylvania was the first to infringe the rights of New Jersey, by the erection of a dam at the mouth of the Lehigh, is as unfounded too in point of fact as it is untenable in point of law, international or unconstitutional. In point of fact, it is well known to many that hear me, and should have been known to the Commissioners, that anterior to the erection of the dam in the Lehigh, the Morris Canal Company had used, without complaint, the waters of the Muskonetung river, a tributary second only to the Lehigh, and that to this hour a large portion of that stream and of its source is diverted from its “natural course and channel”—and with what show of reason, could Pennsylvania object to the use of this tributary!—Yet if the dam in the Lehigh be an infringement of the rights of New Jersey—the obstructions in the Muskonetung are an infringement of our rights, and New Jersey, not we, is the aggressor. But this kind of recrimination is idle and censurable in every aspect, and precedence in error never can, or ought to be an apology. Pennsylvania and New Jersey, have respectively unlimited control over all streams running within their borders; and may divert and obstruct them for purposes of public benefit, as they please. It can make no difference whether or not the stream used is the tributary of a river in which another State may have an interest. Such is the law of nations—such the law under our constitution. It is unnecessary to trouble the House with authorities to repel the proposition thus gratuitously advanced, and wholly unsustained, (Vattel. 119, 120.) As a matter of constitutional right, it does not seem to be pressed. In that point of view, it has been repeatedly and definitively put at rest, and the commissioners themselves, must have been aware of the repeated adjudications that are conclusive on this point.* Mr. Reed said, he had said more, and dwelt longer, on this absurd pretension than he intended—not longer than the importance of the principle it involved required.—In its very extravagance, it was unworthy the source whence it emanated.

When this compact was referred, it occurred to the Committee, as a matter of practical difficulty that for the very purposes which the commissioners seemed to contemplate, its provisions were palpably inadequate.—One of the engineers, Mr. Gay, thought a two feet dam sufficient to feed the canal. The other, Mr. Douglas, was of opinion that a height of not less than three feet, nine inches (3.75) would be required. The commissioners agreed upon a medium, and by the compact a height of three feet was fixed. It seemed not unreasonable to apprehend that possibly the height agreed on by the commissioners might be insufficient, in which event new negotiations, and new concessions, would be required, and Pennsylvania after consenting for an illusory object to barter away the rights of her citizens in the free navigation of the river, would be compelled to

go cap in hand to New Jersey, to ask her permission to raise this dam an inch or two inches higher. “Whatever is settled by compact,” say the committee, “can only be altered by compact, and separate legislation must necessarily be ineffectual. If as we have said, it is supposed, and in the conflict of scientific opinion, this is not unreasonable, that Mr. Douglas should prove to be right, and Mr. Gay and the commissioners wrong, in what a situation would our irrevocable compact place us? The dam would avail only as a pernicious memorial of inconsiderate negotiation, and Pennsylvania, would at last be reduced to the attitude of a suppliant to her sister State for the privilege of completing her own public works.” This practical difficulty was conceived by the committee, to be an insuperable objection to the confirmation of this compact, and as such was frankly stated in their Report. They could not consent, nor do I suppose this or any other legislature will ever consent to bind our own State, in the possible contingency which is thus shadowed out while the other party to the contract is left in more important respects wholly free and unfettered. And what is the suggestion of the New Jersey commissioners in reply to this. Nothing more than a casual and incidental remark “that if calculations of engineers should prove erroneous, they cannot doubt (I quote the very words) the disposition of either State so to modify the agreement as to answer the end designed.” Is this confidence in the disinterested liberality of future legislation a safe basis for a negotiation, and compact such as this? The difficulty therefore still remains in its fullest force.

But a more serious objection to the confirmation of this compact in its present form, arises from the latitude allowed to the other contracting party. The Pennsylvania commissioners meant, as is to be inferred from their Report, to legalise no other use of the waters of the river by the Delaware and Raritan Canal Company than such as was strictly required for the purposes of navigation—an unlimited use of the water thus to be abstracted for all and every purpose was never contemplated. However distinctly this is stated in the Report, the committee were under the impression it was not as precisely ascertained by the terms of the treaty itself, and yet they felt an embarrassment in even suggesting the doubt with the express asseveration of our own negotiators before them. It was difficult to believe that any one, least of all the very individuals who executed the compact, would be at liberty to maintain that while Pennsylvania was to be in every particular bound strictly by her bond, and could never, let it be as useless as it might, raise the dam at Well’s Falls an inch without permission, New Jersey is to have the unfettered use of the water after it was diverted into her navigable feeder, at whatever injury to the natural navigation. As in singular contrast with the strict construction of our commissioners, Mr. Reed said, he would read without comment one more passage from the New Jersey Report. “The agreement stipulates that either state may take as much water from the Delaware as may be necessary to supply their canals, for the purposes of navigation. The undersigned did not conceive that they were at liberty to make any other stipulation on that subject; leaving the Legislatures of the two States unfettered as to what strictly pertains to their territorial jurisdiction and appropriate legislation. *The agreement does not restrict further legislation in that respect!*”

Mr. Reed said, that without dwelling longer on these points, which had been fully stated by the select Committee, he would ask the attention of the House to the constitutional questions, both of form and of substance, which were hinted at rather than illustrated in their Report. In relation to one of a formal character, he meant the omission in the compact of any recognition of the supervising power of Congress, it was his deliberate conviction that it occurred from inadvertence, and

* In *Wilson vs. Black Bird Creek Marsh Company*.—2. Peters 245. The Supreme Court of the U. S. decided, that a law of the State of Delaware, authorising the erection of a dam across the mouth of a navigable stream, in which the tide ebbed and flowed, was no infringement of the rights of citizens of the United States, so long as Congress had exercised no part of its power of regulating commerce in relation to it.

(See also case of *Atkinson vs. Phil. & Trenton Rail Road Co.*—White, Vol. —, p. —.)

hence he regarded it as evidence, if any were wanting, of the haste and little consideration with which this negotiation had been conducted. Familiar as was the constitutional requisition to which he alluded, it had been doubted whether or not it applied to a case like the present, and whether the provision of the Constitution, requiring the consent of the Federal Legislature to compacts between the States, did not rather relate to compacts of a political character, or those which have some extra territorial operation, and he would therefore take this opportunity of stating more fully, the views of the Committee on this subject, and of confirming them as far as authority enabled him to do. It was, in his opinion more than a mere formal omission, and it was due to the Legislature, that here it should not be lost sight of, as it had been elsewhere. The provision of the Constitution, was: That no State should, without the consent of Congress, enter into any agreement or compact with any other State, or with a foreign power.—[Art. 1, Sect. 10.] Treaties, alliances, and confederations, as distinguished from compacts or agreements, are wholly forbidden. With the consent of Congress, supposing such a case possible, a treaty or confederation between two States or between one State and a foreign state, would be unconstitutional. But a compact or agreement with such consent would be valid. What then is the distinction here taken between a compact or agreement, and a treaty, alliance or confederation? The fundamental principle of the Constitution of the Union, is that in the relations of its citizens to foreign sovereignties, the States as such are unknown. That principle would be entirely violated by the existence of even a qualified power in the States to treat, ally or confederate with foreign governments. As a kindred principle, the political power of the State sovereignties in their relations to each other, was yielded, under the Constitution, to the Union, and if resumed, is in its exercise, a rupture of the Federal compact.—Hence the prohibition of treaties, alliances, and confederations, whether with foreign States or with each other. If two States come into collision, the Federal Judiciary can alone decide the difference. That, and not the arbitrament or conference of independent sovereignties, is the tribunal. But there are occasions when two or more of the United States may have occasion to contract or agree in a manner and respecting matters, not inconsistent with their relations to the Union. If two States differ as to boundaries—as to internal regulations—as to the use of continuous streams (the case before the House,) the Constitution permits a compact for such purposes, subject to the approval of Congress; and until that approval is given, a compact, when sanctioned by the State Legislatures, is not, as the Commissioners supposed, valid and irrevocable, but void and worthless.

Is there indeed a stronger conceivable case for the action of the National Legislature, than a compact for the use or abuse of a great river like the Delaware, a National Highway, in which every citizen of the Union, far or near, has a vested right guaranteed by the Constitution, and the security of which is confined to Congress. Were it necessary to dwell longer on this point, there was a principle of well settled municipal law familiar to every professional man, which afforded an illustration of these various rights and their security. In the case of a turnpike road within our borders, if the company that made it were to agree with an individual or with another company, for a surrender of a portion of a road, or that an obstruction might be put in it, the agreement, as injurious of the rights of the citizens at large in the highway, was illegal, and the obstruction a nuisance. Such, though even in a higher degree and more securely protected, are the rights of the citizens of the Union, in the natural highways of streams running beyond the limits of a State.

But how have the New Jersey Commissioners met the suggestion of this oversight? Mr. Reed said

he would read the passage in their report, in which it is referred to: "The undersigned did not deem it consistent with their respect for the distinguished body from whom they derived their authority, to insert any clause in respect to the consent of Congress to the agreement. Nothing was said in respect to such consent, in the resolutions delegating their authority, and it would have been presumptuous in the Commissioners to undertake to instruct the Legislatures of independent States, acting under the Federal compact. Any provision in respect to the consent of Congress to this agreement, must emanate from the State sovereignties, and them alone." (p. 11.) Contrasting this with the explicit language of the compact*—it could not but be regarded as an after thought, not altogether worthy of its eminent authors. It would have been far more ingenuous to have candidly admitted that the Commissioners never thought of the requisition of the Constitution till it was suggested in the Report of the Committee of this House, than to have resorted to the poor apology that the recognition in terms of the supervising power of Congress was *presumptuous*, and inconsistent with the respect due to the State Legislatures! There was however precedent on this very point, to which Mr. Reed said he was glad to be able to refer. In the compact of the 16th September, 1833, between New York and New Jersey, a copy of which was before him, the 8th article was as follows: "ARTICLE 8. This agreement shall become binding on the two States, when confirmed by the Legislatures thereof, respectively, and when approved by the Congress of the U. States."—This compact was executed by B. F. Butler, Peter A. Jay, and Henry Seymour, on the part of New York, and Theodore Frelinghuysen, James Parker, and Lucius Q. C. Elmer, on the part of New Jersey—gentlemen whose deference for the distinguished bodies whence they derived their power, is as unquestioned as that of their successors in the negotiation, and whose acquaintance with the laws and constitution of their country was not inferior.

There is another consideration, however, connected with this compact and its merits, which involves matter of substance as distinguished from what some gentlemen may consider mere defects of form. The Committee did little more than refer to it, not deeming it necessary to dwell at any great length on it in their Report. The more reflection he, (Mr. R.) gave it, the more completely was he satisfied of its importance, and its direct bearing on this and all future negotiations. The States of Pennsylvania and New Jersey had been in the habit of legislating and negotiating with respect to the river Delaware, precisely as if it were exclusively their common property, in which the citizens of no other portion of our common country had an interest. Now is this in any sense a just estimate of interests or rights? From Carpenter's Point to the Northern boundary of Pennsylvania, a distance of more than seventy miles, the Delaware formed the boundary between New York and Pennsylvania, and for at least thirty or forty miles beyond, flowed wholly within the limits of New York. Yet with the substantive interest thus existing, and with the rights that sprang from it, New York was, in these arrangements for the obstruction or improvement of the river, allowed no voice, and made no party to these stipulations and compacts. In many aspects this is, I am aware, a delicate question; but it is one which, in its fruits, involves vast and momentous considerations. On the borders of the Delaware, near and for many

* "ART. 5. This agreement shall be considered as a joint compact between the said States and the citizens thereof, respectively, whenever the Legislatures of the said States shall, severally, have passed laws approving of and ratifying the same, and shall, thereafter, forever be irrevocable by either of the contracting parties, without the concurrence of the other."

miles from its sources, lie vast forests on which the hand of man has scarcely made a perceptible impression. The value of the timber raised, depends wholly on the perfect preservation of the natural navigation of the river; because, as is well known, the large rafts of lumber that annually descend its channel, cannot be transported on the canals, and go to market at the season of the early freshets, when the canals are usually obstructed by ice. Independent of the interests of our own citizens—those he meant who own timber lands in our North Eastern counties and on the upper waters of the Susquehanna, whence a large amount of lumber is every year transported by land to the Delaware, to be floated to the Philadelphia market—there was thus a great interest in the citizens of our sister State which never seems to have been thought of. If there is an interest there is a right, and if a right a remedy. To Pennsylvania, this consideration was all important, when viewed in connexion with such a compact as this. All that New Jersey is to gain by the compact, is the legalising of her works at Bull's Island, and the ulterior benefit from the connexion at New Hope, in an increase of the trade on her canals. But Pennsylvania is to have the right of supplying her canal by a three-foot dam *across the river*. It is manifest, therefore, that it is of *our* part only of this arrangement, that New York and her citizens can complain, and that between us and them only can conflict arise—while New Jersey, tranquil in the enjoyment of the privilege thus secured to her, may look with indifference on a contest for the use of the river—the result of which can in no event affect her.

Mr. Reed said—he had his own opinion of these river negotiations generally, and from their past history, he was satisfied they never would answer a good purpose or lead to a satisfactory result. In case of obstruction there was Constitutional redress provided in an appeal to the Federal Judiciary, and it was his settled belief that nothing but a judicial decision would ever put these harassing controversies at rest. Still, while others thought differently, and while new negotiations might be attempted, it was highly important they should be properly conducted, and always understood to comprehend all parties in interest. It was not his intention to argue the question, which might be supposed to be a kindred one, as to the right of a State to erect dams in streams flowing within its limits, though having their source beyond them. There might or might not be such a right. For a confessed and unquestioned improvement in navigation, no one could deny its existence, and it might be an attribute of the sovereignty owning both the banks, to determine whether it was or was not an improvement. This was a question by itself. It is unnecessary to point out how much more reasonably the right might be doubted when attempted to be exercised by two separate sovereignties, combining and confederating for what, so far as the interests of third parties were involved, was an unlawful and unauthorised purpose. As well might New Jersey and Delaware confederate for the purpose of damming up, for local objects, (if it were physically possible) the ship channel of the same river, where it is common to them.

Nor is there any thing novel in this view of the subject. It is the well settled rule in the intercourse of independent sovereignties, and, as may be easily shown more directly applicable to confederated States. The rule of international law is well settled and now beyond dispute. Not only does it involve a principle which is perfectly sound and reasonable in itself but one which is emphatically American in its history and association. There are two instances in our diplomatic history of its application which should be distinctly borne in mind and to which I feel pleasure in referring. In the infancy of our government it is well known to all who hear me, the right of the United States to navigate the Mis-

issippi to its mouth, by virtue of their territory up the river was disputed by the Spanish Government, then owning both banks, at and for a considerable distance from its mouth. It was on the other hand earnestly and successfully asserted by the American Government, and in the diplomatic archives of our country there is an eloquent exposition of the rule from which Mr. R. said he would read a few sentences and which he could not doubt would be received as sufficient authority by all who heard him. In the report made in 1792 by Mr. Jefferson, when Secretary of State to President Washington, on the subject of the Spanish negotiation, after asserting our claim to the free navigation of the Mississippi, on the ground of treaty stipulation, he uses this remarkable language. "But our right is built on ground still stronger and more unquestionable, to wit: *on the law of nature and nations*. If we appeal to this, as we feel it written on the heart of man, what sentiment is written in deeper characters, than that the ocean is free to all men, and their rivers to all their inhabitants? Is there a man—savage, or civilized, unbiassed by habit, who does not feel and attest this truth? Accordingly in all tracts of country united under the same political society, we find this natural right universally acknowledged and protected by laying the navigable rivers open to all their inhabitants. When their rivers enter the limits of another society, if the right of the upper inhabitants to descend the stream is in any case obstructed, it is an act of force by a stronger society against a weaker condemned by the judgment of mankind." The recognition of this right in its most comprehensive interpretation was made a *sine qua non* to all negotiation, and was to be received not as a matter of concession, but of indisputable right. Again, and at a later day, our diplomatic history affords another equally emphatic and eloquent assertion of the same right as a matter of international law. I quote it, Mr. Speaker, with the more pleasure as one of the many memorials of the ability and sturdy Americanism of one, whom, now at least, it is not treason to describe, as as pure and patriotic a statesman as ever adorned the executive or legislative councils of the nation. I refer to the instance without quoting the language. In the diplomatic correspondence of Mr. Clay, when Secretary of State, with Mr. Gallatin, will be found a revival of the ancient and still unsettled claim of our government to the free navigation of the St. Lawrence to the ocean. It is asserted and maintained not only with the close logic and abundant resources of a veteran diplomatist anxious and able to scatter the sophistical reasoning on which the adverse claim is founded, but with the dignified and resolute patriotism of one who consulted too well the dignity of his country to be led into an admission that the right ever could be received as a favor. In the case of the Mississippi, the United States owned both the upper banks, (the case of New York here.) In that of the St. Lawrence, we owned but one. Such and so clear, however, was the doctrine considered by our Government in the latter case that when the British negotiators suggested as a dilemma the question whether in case on further geographical enquiry the sources of the Columbia or Mississippi, should be found to be within their territory, our government would concede the right of free navigation to them, our minister was instructed to give a prompt and decisive answer in the affirmative and to repel the idea that we wished to exact from others what under similar circumstances we should be unwilling ourselves to admit. Such then is the right of our sister State, by the law of nature and of nations.

If such rights exist between independent sovereignties, are they not strengthened and enforced by confederation and Union? Unquestionably they are, and for the simple reason that by the union, no State right, however transferred, was obliterated, but all were left with some modification as to redress and remedy, in as full vigor as before. Accident has placed

in my hands, within a day or two, the views of a lamented statesman on this very subject, embodied in language which it would be in vain to attempt to improve. I will read it in conclusion on this point. It is worthy grave consideration, as the opinion of a pure and wise expositor of the Constitution—an unsuspected friend of the rights of the States. "The rights and interest of the country were secured by the Constitution, not impaired by it. The rights of the States were secured in terms. Independently of the Constitution, the States had some mutual rights. The central States had, unquestionably, that of navigating the *streams* which flow from their limits to the common property of nations—the ocean. These rights, independently of the Constitution, they could secure by negotiation or war. The Constitution precludes these; but it does so by substituting, for a violent and precarious, an orderly and effectual remedy. Rights to specific property, if they are the subject of controversy between States, are decided by the federal judiciary; rights equally secured by the Constitution, but which cannot be enforced without legislation, must look for their support to the federal Legislature. In this view it is rather a question between the different departments of the general government, in which shall be vested the power of securing the rights of navigation and way, which the central States may claim. And the character of these rights sufficiently shews, that they must be secured (in the unexpected event of their requiring any other security than the mutual interest and amity of the States) by Legislative provision, as well as judicial authority."*

There is an incident in the history of our relations with the state of New York, which appears on our statute book, and which authorises me to say, that New York, least of all our sister states deserves injury at our hands. In the year 1821, complaints were made to the Legislature of Pennsylvania of certain dams, erected in the Allegheny river and Oswego Creek, within the limits of New York, and on the subject being communicated to Governor Clinton, who referred it to the Attorney General of the state, the obstruction was promptly and effectually removed. Mr. Talcott, in his official communication, which will be found 7 Smith's Laws, 677, says—"It is true the injury is not to our own citizens; but if New York and Pennsylvania were sovereignties, wholly distinct and unconnected, such act, on the part of our citizens, affecting the health of the inhabitants of Pennsylvania would be a breach of the law of nations. And the circumstance that these states, instead of being thus distinct and unconnected, are united under one confederate government, seems to impose upon us an additional obligation to respect the rights of Pennsylvania rather than to furnish a defence or excuse for their infraction." These are sound and patriotic doctrines, such as the framers of future negotiations about the property and vested rights of others, would do well to bear steadfastly in view.

In asking the attention of the House thus in detail, to the views which I have been led to form on this interesting question, I feel that I have occupied more of its time than I should have done—far more than I intended. I have endeavored to illustrate some of the positions taken in the Report, which has been for some weeks on your tables. The deep interest, unequalled in point of intensity, which this question has excited in the minds of our fellow citizens of all the counties lying on the Delaware, must be my apology for trespassing so long on the attention of the House. Believing as I and my colleagues of the select committee have done throughout, that there are principles involved in its decision of vital and pervading influence we gave to it when under reference all our attention, and to the result of those deliberations we now ask the impartial

consideration of this House. Gentlemen must not regard this as a question of mere local interest, confined in its relations to the Eastern counties of the state, and to the inhabitants of the Delaware front. It extends far beyond. The adjustment of rights of property in navigable streams is no sectional, no temporary concern. The great rivers that flow through our territory, are the arteries on whose action depends the health of the whole body; and gentlemen from other parts of the state should recollect, when they are disposed to turn from this as a local matter, that the Delaware river question may to-morrow be a question affecting the enjoyment of the noble streams that flow by their own doors. What to-day is the case of the Delaware may be that of the Allegheny or Susquehanna to-morrow.—The hand of Providence when it struck the rock from which these rivers spring, struck it in bounty to mankind. It is the same hand that guides them through lands of industry and enterprise, and it would be a violation of part of the great scheme of beneficence by the indulgence of narrow minded, sectional feeling to attempt to divert or obstruct for the promotion of local interests, what in the plan of Providence is the common property of all. Let me not be misunderstood. I am not so visionary an enthusiast or so much enamored with Nature's rough draft as to refuse to divert part of the waters of a navigable stream from its channel, for the attainment of a great and unquestionable benefit. I would as readily in such a case divert a stream as cut down a forest; but it must be for a *general and an unquestionable benefit*, and it is in a spirit of earnest solicitude that we protest against the doctrine now threatening to become fashionable and sanctioned by the proceedings of these Commissioners which would consider it as a matter of equal moment, to change the course or obstruct the current of the tail race of a mill as the flow of a majestic river—and would authorise the erection of a worthless dam in a great stream like the Delaware, with the same indifference as it would sanction the obstruction of the feeble current of any one of the little rivulet that owes its life and being to a shower of rain. The views taken in this compact and the accompanying Report, are not those of comprehensive statesmanship; and if we were to sanction its doctrines and ratify its stipulations, our acts would enter the same category with theirs and participate in the ignominy of having legislated for the Delaware in precisely the same spirit as we would for any one of the creeks within our borders, which we have made highways by act of Assembly. It is this contracted view of natural, international and constitutional rights, in great navigable streams, that I fervently trust this Legislature will never sanction or approve.

The resolution being then under consideration, a motion was made by Mr. Bidlack, of Luzerne, to postpone the further consideration of the same for the present, which was disagreed to, and the main question again recurring, the Resolution was unanimously adopted.

From the Pittsburgh Gazette.

THE STEAM ENGINE PITTSBURG.

We were invited up to the establishment of Messrs. M'Clurg, Wade & Co, in the Northern Liberties of Pittsburgh, on Saturday last, to look at and witness the working of the Locomotive Steam Engine *Pittsburg*.

This beautiful piece of workmanship was made by Messrs. M'Clurg, Wade & Co., and in its exterior appearance is a beautiful specimen of skill and neatness. It gave us much pleasure to see that the manufacture of locomotive engines had at length commenced in this region of country, it being the first ever made west of the Allegheny mountains. It is constructed on the plan of Stevenson's, in England, and is of the largest size, weighing, without water, 19,000 pounds.—It was made for the commonwealth, and is intended for the four-

* Mr. Lowndes Speech on Internal Improvements—House of Representatives—March 10, 1818.

teen miles level on the Portage Rail road. It has 2 steam cylinders, each eleven inches bore, and sixteen inches stroke. The machinery was in operation when we saw it, but there was no locomotion, (being no rail road,) the exhibition taking place in one of their workshops.

We have never seen any steam machinery work with such beautiful smoothness and regularity; and it is, in all respects, a creditable evidence of the skill of our workmen. We shall be greatly surprised, if it does not perform admirably well on the rail road.—It was taken to pieces on Monday, and shipped by the canal for its station on the mountain.

From the Philadelphia Gazette.

MARKETING.

The following were the prices on the 5th inst. of some of the good things with which our Market in High street was supplied:

Beef—ribs and surloins,	10 to 12½ cts. per lb.
Rump steaks,	7 to 8 do do
Other pieces,	6¼ to 7 do do
Mutton and Lamb—legs and	
Loins,	7 to 8 do do
Fore quarters,	6½ to 7 do do
Veal—Loins and fillets,	8 to 10 do do
Fore quarters,	6½ to 7 do do
Calf's heads,	10 to 25 do each.
Pork—Hind quarters,	8 to 9 cents per lb.
Fore quarters,	7 to 8 do do
Poultry—Chickens,	44 to 75 cts. pr.pair.
Fowls,	75 to 100 do do
Butter,	25 to 31 cents per lb.
Lard,	10 to 14 do do
Fruit—Peaches,	50 to 75 cts. pr.hf pk
Pears,	12½ to 50 do do
Water Melons,	25 to 50 cents each.
Nutmeg do	3 to 6½ do do
Vegetables—Potatoes,	50 cts. per bushel.
Corn in ears	12½ cts. per dozen.
Onions,	1 dollar per bushel.
Tomatas,	6¼ to 8 cts. per hlf. peck.
Ochra,	12½ do do
Cucumbers to cut,	6¼ do dozen.
Egg Plants,	5 to 10 cents each.

GOLD AT THE MINT.

Statement of the balances of gold remaining at the Mint uncoined on the 31st July, 1835, with the amount deposited for coinage within the month of August, together with the amount of gold coinage executed within the same period:

Remaining at the Mint uncoined July 31st, 1835,	\$105,405
Deposited for coinage within the month of August, viz:	
Uncoined Gold Bullion of	
the United States,	\$80,365
Do. do. Foreign,	14,660
United States Coins of the former standard,	230
Foreign Coins,	4,175
	99,430
	\$204,835
Amount coined within the month of August, (of which \$13,580 is Quarter Eagles,)	161,500
Remaining at the Mint uncoined, August 31, 1835,	\$13,335

From the United States Gazette.

UNITED BOWMEN.

Yesterday was the anniversary of the company of "United Bowmen," which holds its charter from the ancient company in England, that traces its line of existence almost to the merry days of the hero of Sherwood forest.

According to the custom of the company, cards of invitation were issued, and between 3 and 4 o'clock, the guests assembled to the number of about twelve hundred, at the elegant seat of Mr. Norris, on Turner's Lane. Nearly two hundred carriages were ranged along the lane, and in the extensive avenue to the mansion.

From the east side of the extensive lawn in front of the house, was separated by extended lines, an area about fifty yards wide by one hundred and twenty long, for the exercises of the bowmen. Midway on the east side of the area, was erected a very handsome marquee, in which was Johnson's admirable band of music. Opposite that tent, on the west side of the area, was a table most tastefully decorated, upon which were placed the premiums; and without the line, on the north and on the west side, were seats for the ladies, who watched with earnestness the movements of the archers. Among the company were representations of all the liberal professions, and all classes of citizens who had leisure and taste for such enjoyment. Some of the young ladies and gentlemen kindly gave up their places of advantage to their seniors, and we wished them pleasant strolls as they paired off along the delightful walks of the place. How thoughtful thus to give place to the old.

The gentlemen of the Company wore their uniform, which consisted of green frock coats, trimmed with gold, with an arrow on their collars, white pantaloons and green caps; pendant to a black leathern girdle were the appliances of their craft. Their bows were truly beautiful, and the arrows were of the most approved shape and finish. The targets were placed near each extremity of the area, the sporting distance being eighty yards. The company was divided into two classes—each class was ranged near its own target, and one member of each stepped forward, and both discharged their arrows at the opposite targets; these then stepped aside and another two came forward—and thus till all had discharged their arrows. Near each target stood a neatly dressed lad, with silk flags in his hat, and as an arrow struck the target, he waved a flag of the color of the circle hit. The bowmen would march, to the sound of music, in file to the opposite extremity, gather up their arrows, and the captain of the target, Mr. Krumbhaar, mark upon a card the number which the members had gained. The centre, or gold spot counting nine, and each ring counting two less, as one receded from the centre. The two lads, with their flags, moved always towards the target opposite the bowmen. When ever an arrow struck the centre or gold spot, the band gave a flourish with their trumpets.

As time for closing the contest drew near, it was evident that the ladies had taken an interest in the proceedings, and they were anxious to learn the result—to know who were to receive the splendid premiums. The contest was close, and the difference between the few who gained and the many who missed, was very small.

The first premium was the companies' "bowl"—a massive silver vessel, weighing 150 ounces, bearing various devices and inscriptions, and receiving from each yearly holder some additional ornament. This is held for one year only. The other premiums are retained by the winners.

The second premium was a handsome silver arrow, to bear the winner's name, date, and the inscription, *secundus hoc contentus abito*.

The third motto was a handsome silver wassail cup, the stem representing a quiver.

When the tally card was reckoned up, the premiums were thus awarded by the captain of the target, with a suitable address.

First Premium, the Company's bowl, to Franklin Peale—37 shots, counting 144.

Second Premium, to S. P. Griffiths, Jr.—33 shots, counting 129.

Third Premium, to W. H. W. Darley. This premium is given for the arrow placed nearest to the centre of the target, without any reference to the number previously gained. It was obtained by Mr. D. at the last shot in the afternoon.

The company was delighted with the place and the means of enjoyment; and when some observed, that in a single round there had been several misses, we heard a young lady archly observe, that there were more "misses" than hits. She did less than justice to the fair part of the company. We are too old to talk about such things, but we have good reason to believe that the *united* company were not the only bowmen of the afternoon.

We are sure that we express the feelings of the very numerous and highly respectable guests, when we refer with grateful pleasure to the liberal courtesy of the United Bowmen, and to their arrangements for the entire accommodation of those who witnessed their elegant and healthful exercises.

On Tuesday afternoon, as a heavy wagon with five horses attached, was passing up Coates street, by the rail road depot, the locomotive engine belonging to the Norristown road, before being attached to the cars, passed up the road some hundred yards, which being observed by the driver of the team, he supposed that it would not return, and attempted to cross the track. Just then the engine backed down, and came in contact with the wagon, which it shattered to pieces. The horses, though knocked down, escaped without any essential injury.—*U. S. Gaz.*

SCHOOLS.

Extract of a letter, dated

WASHINGTON, (PA.) Aug. 12, 1835.

"It may not be uninteresting to you to hear something of our public schools. We have two schools now in successful operation, viz: a male and female school, with about 150 scholars in each, taught by two teachers in each school. We have three independent schools, containing about 40 scholars, and I had almost forgotten to say that we have a colored school of 30 scholars, making in the whole 330 scholars taught in the public schools, at an expense of less than \$5 per year for each scholar, including house rent, fuel, &c. Add 40 scholars taught in the private schools, and we have 370 scholars in the schools in our borough at this time. Do you ask me what advantage the present system has over the former? I answer much every way. In the first place, we have more children at school; and second, there is a perfect equality: the odious stigma of pauperism is wiped off, and the children take their rank in school as the children of free white men ought to do.

From the Pennsylvania Inquirer.

WEST PHILADELPHIA RAIL ROAD.

We had the pleasure, a few days since, of accompa-

nying the President and Managers on an excursion along the whole line of their Road, and were pleased to find that considerable progress has been made in the grading on some of the sections, and that in a few days the contractors on the whole line will be in full operation, being only delayed by the necessary operation of the law respecting the damages on some sections.

The importance of this work does not appear to be fully understood by the public. It was originated for the purpose of avoiding the horrors and evils of the inclined plane on the Columbia Rail Road, at Belmont, which, it is now universally admitted, must be abandoned; and we were pleased to learn from the distinguished Engineer of the Company, Henry R. Campbell, Esq. that he will be enabled to effect this great and desirable object to his entire satisfaction, so as to avoid an *inclined plane*, and at a grade that will make it perfectly safe and convenient, it being within the limit of the grade on that part of the Pennsylvania Rail Road, where there is no *inclined plane*. The location appears to be exceedingly judicious. The inconvenience of *short curves*, so numerous and objectionable on the Columbia Rail Road, is in effect entirely avoided, it being almost a straight line, as there is no curve on it at a radius less than 4000 feet, whereas, on the Columbia Road there are some of 600 feet, and even 300 feet.

This Road connects with the Columbia, or great Pennsylvania Railway, at a point about eight miles from Philadelphia, and extends from thence to, and terminates, at present, at a point near to the Market Street Permanent Bridge, from whence it will be taken, as soon as arrangements can be made, either over the piers of the present bridge, in connection with the present track for common travelling, or by another bridge, to the Rail Road at Broad street, and there connect with the centre of the improvements made and making for the accommodation of the rich products of the Great West, which must find their way over this road to the *Great Philadelphia Depot*. We are satisfied from a careful examination of the prospects of this road, that on its completion it must become the main thoroughfare of the growing *travel, trade*, and commerce of the West, and therefore profitable to the Stockholders. Of this the Company appear to be fully aware, as they are resolved to have the road constructed in the most permanent and durable manner. With this view they have contracted for a sufficient quantity of Iron Rail, of a new and most approved pattern, for a double track; and we were informed, the grading and bridging of the entire line is contracted for, to be finished for the reception of the rails by the first day of April next, at a sum not exceeding \$93,000, and that the road, with a double track, will be finished, and in operation, by July next, at a considerable saving in the original estimate of the Engineer. Thus the public, and travellers, in particular, who have experienced the danger and delay occasioned by the useless and expensive *inclined plane* at the foot of the Columbia Road, must be gratified to learn that by the exertions of the President and Managers of the West Philadelphia Rail road company, they will in a short time be furnished with a safe, convenient, and shorter way of approaching the City, without incurring the risk, danger, and delay incident to descending or ascending a steep plane of near half a mile in length.

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DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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No. 342.

From the National Gazette.

HALLEY'S COMET.

PHILADELPHIA, Sept. 7, 1835.

Mr. Editor:—On reading the announcement by Messrs. Olmstead and Loomis, of their discovery of Halley's Comet, for the prompt publication of which they should receive the thanks of every astronomer, I resolved to search for it with a smaller telescope of $3\frac{1}{2}$ feet length and with a power of about 20. The morning of the 5th was hazy. On the morning of the 6th, I was fortunately able to see the same object and to give the additional testimony of several of my acquaintances to the evidence already furnished. As my object is to diffuse through the medium of your paper, authentic information concerning this oldest Comet known to us in history, I trust no apology will be necessary for the dryness of the facts submitted.

At 35 minutes past 3, I saw at 5h. 53.4m. of right ascension, and $25^{\circ} 32'$ nearly of north declination, a nebulous appearance, which the light of the moon, then about setting, rendered faintly visible. I have said a nebulous appearance, I would rather say that its appearance thus slightly magnified was precisely similar to that of the Comet of 1825, which by a coincidence worthy of notice made its first appearance to unassisted vision on the 3d or 4th of September, in the same constellation near the Hyades. The orbital motion of this body, observed by those gentlemen, establishes the identity of Halley's Comet, and if such evidence were wanting, presuming that its place as given by them was correct, viz: right ascension 5h. 51m., declination 24° , its manifest change of place since the morning of the 1st September, would be conclusive.

The place given for the Comet is only approximate, and is derived from a comparison of its place with that of the stars 132, 136, and 139 Tauri. It was about 1.3° S. 18° East of the last. If this place is correct the Comet is about 4 4m. in defect in right ascension and 2.1° South of its place as given in the ephemeris computed by Mr. Woolhouse from the elements of M. de Pontécoulant. This deviation will be explained by supposing that the Comet will arrive at its perihelion Nov. 17, about 10.1 days later than the time there predicted, and the elements of the Pontécoulant will have been found more correct than those of either of the other distinguished astronomers, Damoiseau and Lubbock, who have assigned respectively three and seven days earlier than Pontécoulant for the epoch of its perihelion passage.

The Comet of Edmund Halley possesses an interest beyond that of all others, from the historical recollections with which it is associated. Newton first pronounced the opinion that Comets are subject to the law of universal gravitation, and that their return might be predicted. But the confirmation of this theory required a long and painful calculation of the elements of the Comets hitherto observed. None but Edmund Halley, the friend and contemporary of Newton, had fortitude for the undertaking. The computation of the orbits of twenty-four Comets, convinced him that those of 1305, 1380, 1456, 1531, 1607, and 1682, were the same, and accordingly with much hesitation he announced its ex-

pected return near the beginning of 1759. Early in the eighteenth century, Clairaut applied to it the Newtonian theory of the perturbations of the planets Jupiter and Saturn, neglecting that of Venus, and cautiously announced its return to its perihelion within a month of the middle of April, 1759. It actually arrived there in the middle of March of the same year. Within the last three years its return has been predicted with confidence, and ephemerides of its place published by the astronomers above mentioned as well as by the immortal Olbers, who still, after the death of the other three illustrious discoverers of planets, Herschel, Piazzi, and Harding, lives to see his two planets revolving in their well known orbits, and to witness the return of this Comet towards the prediction of which he has contributed so much by his analytic method and its application. It is not wonderful that the improvements in astronomy in this century should have reduced the error in the date of its expected return within one third of its limits at the time of Clairaut.

Waiving therefore, all doubt of its identity, it may be presumed that it will verify these predictions concerning its greatest brilliancy, perihelion passage, &c. by adding 10 days nearly, to the date of these predictions which are re-published in the American Almanac for this year,—that its greatest brilliancy will be near the 17th of October, at which time it will be within 23 millions of miles of the earth, and 88 millions of miles from the sun.

It is reasonable to expect that the Comet will be visible to unassisted vision, at least ten days before and after this period, for it has generally been visible in its returns to its perihelion through a course of history from 502 years before the Christian era to the present time. It has frequently been very brilliant, causing much alarm throughout Europe in the dark ages, and

“With fear of change perplexing nations.”

Moreover from calculation it appears that the quantity of light afforded by it at that time will be at least 70 times as great as it is at this time, being now about 120 millions of miles from the earth and 150 millions of miles from the sun. Other comets farther from the earth and sun than this will be in October, have been quite brilliant. To mention a familiar instance, the comet of 1825 extended through 5° of the Heavens, on the 5th of October, at which time it was about 62 millions of miles from the earth, and more than 130 millions of miles from the sun. It is but justice to the memory of the late Mr. Warren Colburn, of Lowell, Massachusetts, to remark, that these last particulars were communicated to me by him, during the appearance of the Comet of 1825, from elements computed by himself from the observation of Robert T. Paine, Esq. Nor can I on this occasion refrain from saying that by far the greater part of all that has been done and made public in this country for the advancement of practical astronomy for the last 15 years, has been done in Boston and its neighborhood by a few individuals.

The enlightened spirit recently manifested by our City Councils, and the zeal of one of our learned societies, encourage hopes of better times, and if properly

seconded by private munificence, will give increased assurance that the birth-place of Rittenhouse still cherishes his memory and example.

S. C. WALKER.

P. S. Sept. 8th.—Having been favored by John Vaughan, Esq. Librarian of the American Philosophical Society, with the catalogues of Messier's and Herschel's nebulae from the Library of that Institution, which is rich in every department of science but particularly in that of Astronomy, I find none for which this appearance could readily be mistaken; but to remove all doubts, if any existed before, I saw this morning from half past 2 till 4 the same comet at least twice as bright as on the 6th, and in a new group of stars, both of which are preserved by drawings made at the time. From its place this morning it would seem that it has been retarded about $10\frac{1}{2}$ days in its return. On the 20th inst. it will probably be within one or two degrees of Kappa Aurigæ, a star of the 4th magnitude, from which its place may be found on a common globe.

S. C. W.

From the Commercial Herald.

OLDEN TIME.

During one of the frontier wars in Pennsylvania, it was found necessary to send out a company of rangers or spies. After they had arrived at one of their points of destination, it was thought advisable to send out one of the officers of the company, with a command of five men, to reconnoitre the movements of the enemy. A Dutchman constituted one of the party, and on the evening of the second day they came upon the Indian camp, covered with bark, and discovered fresh signs of the enemy. A council was immediately held, upon which it was determined to secrete themselves upon the top of the camp, and await the arrival of the Indians. After the nightfall had set in, several of these sons of the forest entered the camp, divested themselves of their implements of war, and commenced preparing something to satisfy the calls of hunger. Our Dutchman had an itching to know what was going on below. He accordingly raised himself on his hands and feet, and thus drew himself forward, in defiance of all the forbidding gestures of his comrades, until he reached a point so far on the projecting tree, that it tilted with and precipitated him head-foremost upon the foe.—When he discovered that he was falling, he cried out, "Here I come, by Cot," whereupon the affrighted savages fled, and left the camp an easy conquest to his comrades.

From the Bucks County Intelligencer.

THE SEVENTEEN YEAR LOCUST.

The twigs of different plants, which were punctured by the seventeen year Locust, last season, present now almost the same appearance as when the eggs were deposited in their nidus. It is almost impossible to examine a twig of an oak or apple tree, without witnessing the fact. Having studied the natural history of this insect with considerable attention, I shall lay before the reader some of my own investigations, reserving others for a future paper. Most of the remarks offered, were published in a series of articles which I occasionally contribute to one of our Magazines. I shall transcribe them. In the first place: Has the reader ever examined the twigs within which the locust has deposited eggs? If so, they may have been struck with the appearance of little tufts of fibres at each puncture. Now what is the use of all this—why could not a simple puncture have sufficed? The design of this is evident—it is to provide for the escape of the prisoner within. It will be several months before the larvæ can be hatched forth, and during this period, the bark renews itself

around the lacerated part of the twig, and thus endangers the final escape of the insect. But remark—as the bark becomes renewed, the fibrous tufts, being pressed upon by the process, elevate themselves even at right angles with the twig, and the puncture remains undisturbed. What an admirable provision of an All Seeing Eye? for who does not see that this is controlled by an All Intelligent Author? These anticipations were made last season—they have been fully verified. Let any one examine for himself. Now for the Locust.—This insect, or tree hopper, (*Cicada Septemdecim*), properly so called, presents many interesting characters. The pupa state is well formed for burrowing: the insect being protected by a tough, smooth, and pliant membrane or shell; its fore claws adapted for digging, and its progress facilitated by the wedge-shape front of its head. I desired to acquaint myself with its method of burrowing, and for this purpose, replaced in the ground a pupa which had recently emerged; three days after, the spot was examined—no progress whatever had been made, and the insect itself was dead. Other attempts were subsequently made to obtain an insight into this interesting trait of insect architecture, but with as little success. In the above experiment, the pupa was placed twelve inches below the surface. The cicadae emerge from the ground during the evening, (I have observed a few issue by day) and going directly to a fence or tree, in a few hours cast their skin, which they leave adhering to it. This shell is a fac simile of the insect; traces being left of the very spiracles,* or air tubes, and of the down on the forehead. The insect appears to free itself partly, by repeated muscular efforts (and partly by its increasing growth?) but the membrane does not become dry and brittle, and then crack, as has been asserted, since it remains pliant for some time after it has been cast, and even after it has become brittle re-acquires pliancy when moistened. The shell being cast, the insect seems white, tender, and very feeble; mere rudiments of clytra and wings may be observed, which are very transparent, and have orange colored ramifications. In twenty-four hours the locust has acquired its proper form, size, and color (?) The musical organ of the male, and the ovipositor of the female, take somewhat longer to attain their perfect development. It is proper here to state, that my own observations have not verified what has been remarked by one, that the insect in its tender state, appears covered with a secreted glutinous fluid, which becomes brown and gradually hardens on exposure to the light. Had my attention been directed to the subject, at the time when opportunity favored, it is probable that my observation would have coincided with the foregoing—the like phenomenon presenting itself in an animal when the scarf skin separates, as in disease.

The locust are very active, flying from tree to tree in quest of mates—the female being directed to the male by his plaintive music, which in certain places, when in concert is perfectly deafening, and may be heard at the distance of a quarter to a half a mile. According to my friend Mr. George Ord, the locust appeared in Buckingham on the 24th of May. About the same period they appeared in the neighborhood of Philadelphia. I have observed them so numerous in certain situations, as to render the air disagreeable from their putrefaction. On the 17th of June they had greatly diminished in number; and on the 27th of the same month, it was, comparatively, difficult to procure specimens, more especially of the males—the latter dying as soon as fulfilling the object for which they were destined. According to the gentlemen above referred to, the locusts, in Buckingham, ceased their noise on the 6th of July. On the 6th of June, I procured several impregnated females

*The fact that the caterpillar, &c. cast the skin which lines the breathing holes and intestines, was ascertained by Bonnet, De Geer, Lyonnet, and Swammerdam.

and put them, together with their mates, in a breeding box, that I might observe, more minutely, their economy. On the 10th, a small mulberry branch, half an inch in diameter, which had been introduced into the box, was examined, and found punctured in irregular lines, as if pins had been passed a little obliquely through the bark and wood. The twig did not present the little tufts of fibres, as is generally the case, and most of the lines were oblique to the grain of the wood, (they generally run parallel). Several of these were examined minutely; the bark being raised, the wood presented small elevated ridges, corresponding to the oblique punctures, and these ridges were double, resembling the letter V—the angle being less. These were cut open; each contained eggs—in one were counted twenty-six—in another twenty-one—and in another twelve. These eggs were oblong, and arranged in double rows throughout each side of the angle, obliquely, side by side, similar to the plume of a quill, and so as to occupy the least possible space. It may be proper to remark, that the specimen above examined was one of the largest branches, and in the smaller (though the size generally preferred by the insect) no puncture whatever was to be seen. I have since examined many twigs, and find that the punctures vary in size and number, in length being from three to five lines, corresponding to the length of the ovipositor, by which they are produced. In a red maple twig, now before me, (twelve inches in length) thirty-four of these holes can be counted. They are arranged in lines parallel to the grain; most of them are on the under surface, though some of them are upon the upper and a few on the sides. Upon the latter point a writer has fallen into an error.* He would have us to infer, that the punctures are invariably on the under surface of the twig, and that they have their apices always towards the body of the tree. Now the person who asserts this must verily have closed his eyes, for this circumstance is so far from being the case, that it is possible to find branches in which the punctures fairly run into each other from the rows being opposite. And upon the same twig, it may frequently be seen, that the apertures of the punctures lie in opposite directions. That the insect may generally work with its head towards the extremity of the twig, I admit; but the exceptions to the rule are numerous—so numerous, indeed, that you can scarcely look at a branch without noticing the circumstance. Let the reader examine for himself. The remarks of Mr. Latreille,† and others, upon the genus, (among whom ranks, I believe, Dr. G. the writer elsewhere alluded to,) do not apply to our present species, viz: that the eggs are deposited in *dead* twigs and in their *medulla* or pith. This may accidentally so happen; but I have invariably found the eggs in the *alburnum* or new wood, and in *green healthy* branches. It may sometimes happen that when the pith is large the eggs may occasionally be found therein. Whether the remark of M. Latreille applies to our other species, I have not as yet been able to determine. I have never met with the puncture upon the cedar, pine, &c. though I have observed the insect itself upon such trees; contrary to the assertion of some. Mr. Ord, who as an "out door naturalist" has few superiors, and who, from his *rigid* adherence to truth, can always be relied upon for the accuracy of his observations, mentions to me that the twigs of the *same year* are never punctured;—this agrees with my own observations. It has been asserted too, that they have been found to deposit culms of grain;—is this correct? Neither Mr. O. nor myself have seen it.

The instrument with which the female punctures the twigs, is the ovipositor or oviduct, and has its origin at

the junction of the abdomen with the thorax, on the under side. It is from three to five lines in length, two-thirds of which lie in a groove composed of two semi-horny pieces, which are moveable; the other third is protected by a retractile bilaminated sheath, which projects beyond the terminal ring of the abdomen. This sheath is coriaceous, and its inner surface, which preserves the tender point of the instrument, is lined with a delicate translucent membrane, which adheres in part only, and may be inflated by pressing on the surrounding parts. A slight pressure upon the elastic horny sides of the groove, causes the instrument or *dart* to project, and it then appears of the thickness of a pin, slightly curved downwards from its origin, and terminating in a broad angular point—the sides and edges of which present a fine serrated appearance—the denticulations amounting in all to about twelve in number, decreasing in size towards either extremity. By a continued pressure upon the sides of the groove, we perceive that the instrument is composed of three distinct pieces—the two file-like instruments above described, and the lance which may be seen projecting nearly a line beyond the files, (from these last receding towards the abdomen[?]*). The lance serves as a centre piece to the files. An alternate pressure gives also a reciprocal motion to the lateral pieces. Hence we see that the above bony sheath serves as a lever to several muscles, giving rise to three distinct motions to the instrument, which take place in the process of grooving the wood, in which the eggs are to be deposited. The three pieces which compose the dart may be separated by passing a pen-knife between them, at their origin; or by cutting off the instrument at this part and gently passing the files between the thumb and fore-finger, they will slide off the centre piece or lance; a farther examination will show that the lance itself plays in a groove in each of the side pieces, and is retained in its places by means of ridges upon its surface.

I took considerable pains to discover the aperture by which the eggs escape from the oviduct, and succeeded by means of pressing the instrument between the thumb and fore-finger, under water, thus causing bubbles to arise from the apertures, which are situated near the extremities of the files, on the under side. The course of the canals is evident from the color of the two longitudinal ridges, it being lighter than the rest of the instrument. These openings of the canals at one end are imperfect or oblique; the other extremity opens into the abdomen, in which are contained the eggs to the number of five hundred and upwards. The canals themselves are separated from the groove in which the lance slides, by a delicate membrane, similar to that of the sheath, and this dilates to give passage to the eggs. Does not an undulating motion of this membrane or muscle propel the eggs from the oviduct?

In order to observe the female use this most singular piece of mechanism, it was necessary to watch them in their native haunts, those in the box having escaped my notice. They were, however, so easily disturbed, that it was with difficulty that I could approach sufficiently near. The several motions which took place were substantially the same as those described in a former paragraph; the instrument being partly withdrawn and re-introduced at intervals as if to give the finish. In depositing the eggs, the abdomen becomes elevated, and in propelling them the insect appears to use considerable muscular exertion. One fork of the puncture is finished and filled, and then another—two eggs being deposited in at a time. I was so fortunate as to observe a female in its flight from a grove (it having been disturbed) drop two eggs from its oviduct. I have also witnessed the operation of grooving in my

*Dr. Gibbons on the *Cicada Septendecim*, in "The Advocate of Science."

†Regne Animal, tom iv. genus *Cicada*.

*I am uncertain whether the latter part of the assertion applies to the *C. Septendecim*. It is the case with the summer locust (*Cicadi*.)

breeding cage, and even in my own hands. In the instance referred to, the insect finished *one* side of the groove, filled it, and then took flight. A naturalist, alluded to elsewhere, mentions, if I am correct, that the twigs which have been punctured fall to the ground, and it is thus that the larvæ escape. This is an error. They generally remain on the tree, and the *insect* itself falls to the ground, being previously hatched[?]. The twigs if *very tender* may thus become injured and then die. Is there a single well authenticated instance of their having been thus destroyed? If so let such be published in the *Intelligencer*, with a responsible signature.

I shall now advert to the instrument by which the music is produced. The instrument (being peculiar to the male) more directly concerned, is the tymbal, situated on each side of the abdomen, in a depression near the origin of the wings, and by them partly concealed. They are oval—and examined with the microscope, or by lightly passing a pin over their surface, are found to present a number of parallel ridges or ribs, in material, similar to the tender ramifications of the clytra. These ribs give to the membrane a degree of elasticity not otherwise readily acquired. The drums or tymbals are acted upon by a powerful muscle, of the form and size of the letter V, which, by rapidly contracting and relaxing, produces the required sound. This muscle is composed of parallel fibres, enveloped in a delicate sheath, from which the tymbals themselves appear to have their origin. I have traced nervous fibres from the muscle to the brain, or properly to the nervous ganglion supplying the place of this viscera(?). There is a cavity at the base of the abdomen, on a line with these membranes, divided by a triangular septum (partition), whence the apex of the muscle arises. The cavity on either side of the septum presents, anteriorly, a white translucent and flaccid membrane, and posteriorly and vertical to this, another membrane, tense and in the smaller variety (species[?]) of the Cicadi frequently iridescent, termed the *mirror*. The cavity itself containing these, is protected by a double oval cartilaginous shutter or valve, pertaining to the meta-thorax. The parts contained with the cavity, have apparently little to do with producing the sound, for when destroyed the effect was apparently the same as before. Not so with the drum and its muscle; for when these are ruptured, music cannot be produced. It is, however, highly probable, that these parts at the base of the abdomen may give elasticity to the air contained within, and tension to the muscle of the tymbal—there being a connexion. The abdomen of the male presents its cavity much greater than that of the female, and being opened, the musical tones become shrill.—There seems to be small holes near the lateral membranes, to give passage to the contained air. It should here be observed that the parts which have been described (pertaining to the music), are possessed by the female, also, except the drum and muscle, though they are much less in size. The music, when in concert, bears some resemblance to the blast of a furnace. According to Mr. Ord, the locust commenced their noise at day-break, on the 9th of June. I have frequently heard, late in the evening, a chirp, at intervals, from a male in my breeding cage. The sound may be produced upon the dead insect, by rapidly contracting and relaxing the muscle, provided it be sufficiently moist; and they may be rendered so by the application of water.

Circumstances prevented my observing the locust hatch, but my friend Mr. Ord, for whose kindness in affording me information upon this and other subjects I will always feel grateful, was successful in hatching several hundreds of the insect on the 8th of August, 1834. They had been escaping from the twigs, for some days previously. When hatched, they resembled the locust in the pupa state. Had they wing cases?—They could skip like fleas. This naturalist also proved that it was an error to suppose that the yelk and white of eggs laid by hens which had fed upon the locust

would not remain separate—an assertion so often made by vulgar observers. After numerous experiments, he found that hens which had fed upon the insects hatched as many eggs as those which did not feed upon them. It is true, however, that the yelk, in these cases, becomes much lighter in color than otherwise; and this Mr. O. attributes, merely to their eating so freely—corn having the same effect. At the time when my paper on the Cicada Septendecim was published, I appended a note, anticipating that a few locusts would appear the present season; my anticipations were correct. Mr. Ord heard one on the 8th June; he heard several on the 11th, and saw one the 12th of June. It is desirable that those persons who have observed them the present season, would mention it in the *Intelligencer*, subscribing their names—for facts in natural history cannot be received without responsible authority.

I have entered upon the history of the seventeen year locust, with a desire to excite interest in the subject, particularly among farmers; for many interesting observations in natural history may be made by such individuals. And all the facts here related, save those from Mr. Ord, are the result of my personal observation.—This was necessary, inasmuch as the descriptions given by Reaumur, of the musical organs and oviduct of the tree hopper, which were sent to him from Province and Languedoc, by the Marquis de Caumont, do not correspond, altogether with the C. Septendecim, especially the musical organs, nor does M. Ponteder's description of the twig punctured by the European Cicadæ answer at all to our present species. The description of the musical organ and of the nidus of the tree hopper, has been introduced into M. Latreilles' general account of the Cicadæ; and also I believe, into the *Encyclopedia Americana*. M. Ponteder, however, who studied the economy of the European species with some care, was unable to witness the insect make use of the ovipositor, in the act of grooving, nor do I find that any naturalist has published a minute account of this part of their economy; and with regard to the summer locust (Cicada), I, myself, have been as unsuccessful. For the above reasons, I have been rigid in my observations of the habits of the C. Septendecim, but still I may have fallen into errors, and I desire correction from those who take an interest in the study of Nature. For farther information upon the seventeen year locust, the reader is referred to the "*Register of Pennsylvania*."*

Doylestown, Aug. 23.

Z.

GEORGE KELLER.

Died, on the 7th ult. George Keller, a native of the city of Philadelphia. He enlisted when a boy at the commencement of the Revolution, in Proctor's Regiment of Artillery, at its first formation. He was at Fort Mifflin when the *chevaux de frise* was sunk in the Delaware, and during the gallant defence of that Fort. He was at Valley Forge when the main army was there, and also in the expedition of Gen. Sullivan in the western part of Pennsylvania against the Indians, after which a part of the regiment was disbanded. He then returned to Philadelphia, and with the remainder of the regiment, shortly after left the barracks in Philadelphia county and proceeded to York Town as first major of the battalion, under Captain Smith. He was at York Town when Cornwallis was captured, and at the conclusion of the war received his discharge, when the whole army was disbanded.

These facts are given by one who from his boyhood was intimately connected with the deceased, and they are mentioned as a small tribute for his services and in justice to his family and friends, as well as the remaining few of his old associates, who cannot but look with a sad interest upon the fall of any one of their diminished band.

W. B.

* For the papers referred to by the above writer, see vols. XIII. and XIV. article Locust.—*Ed. Rec.*

For the Register.

PENNSYLVANIA INSTITUTION FOR THE INSTRUCTION OF THE BLIND.

THIS CORNER STONE of the "Pennsylvania Institution for the Instruction of the Blind," (in which this document is deposited,) was laid on the Tenth day of September, in the year of our Lord one thousand eight hundred and thirty-five, and in the sixtieth year of the Independence of the United States.

Andrew Jackson, of Tennessee, President of the United States.

Martin Van Buren, of New York, Vice President.

Geo. Wolf, Governor of the State of Pennsylvania.

John Swift, Mayor of the City of Philadelphia.

Jos. McIlvaine, Recorder.

Members of the Select Council.

Wm. M. Meredith, Pres't.	Washington Jackson, (res'd)
Manuel Eyre	Richard Price
John P. Wetherill	Wm. H. Keating
Joseph Lippincott	Isaac Roach
Lawence Lewis	John Weigand
Dennis McCredy	John M. Barclay.

Members of Common Council.

Henry Troth, Pres't.	Dr. John R. Pau
John Gilder	Thomas Dunlap
Jos. R. Chandler	Thomas Earp
Dr. R. M. Huston	Frederick Fraley
Benj'n H. Yarnall	Henry J. Williams
Peter Wright	Merritt Canbey
Thos. Lancaster	Matthew Arrison
Jas. Hutchinson	Jas. Rowland
John S. Warner	Jas. Burk
John Darragh	Lemuel Lamb.

Officers and Managers of the "Pennsylvania Institution for the Instruction of the Blind."

President—Right Rev. Wm. White, D. D.

Vice Presidents—Peter S. Duponcau, Wm. Young Birch, Edward Coleman, Nathan Dunn.

Treasurer—Frederick Fraley.

Corresponding Secretary—Joshua Francis Fisher.

Recording Secretary—Davis B. Stacy.

Consulting Physician—Philip S. Physic, M. D.

Visiting Physicians—Caspar Morris, M. D., J. Rhea Barton, M. D.

Managers.

John Vaughan	John U. Fraley
John A. Brown	George Pepper
Benj. W. Richards	Abraham Miller
Robt. Maxwell	Jacob Snider, Jr.
Alex. D. Bache	George Handy
Chas. D. Meigs, M. D.	Alex. Symington.

Principal Instructor—Julius R. Friedlander.

Assistant Teacher—John B. Stout.

Music Teacher—Adolph Schmitz.

Matron—Ann Nicholes.

Ladies' Visiting Committee for 1835.

Mrs. Edward Coleman	Mrs. B. W. Richards
Mrs. C. D. Meigs	Mrs. John A. Brown
Mrs. Lydia Price	Mrs. J. Rhea Barton.

Committee of Managers on the erection of the Building,

John U. Fraley, Chair'n.	George Handy
Alex. Symington	J. Francis Fisher
Jacob Snider, Jr., Sec'y,	

Persons employed for the erection of the Building.

S. & J. Williams, Carpenters and Superintendents of the work.

Wm. Ingram, Cellar digger and Stone mason.

Thos. Clyde, furnisher of building Stone.

Stephen Martin & Co., Granite masons.

Wm. G. Lybrand & John Snyder & Son, Brick makers.

John Willetts & Pharo Willetts, Brick layers.

J. Keeler, Blacksmith.

B. H. Yarnall, furnisher of Hardware.

Saml. W. Wier, Painter and Glazier.

Articles deposited with this document in the Corner Stone of this Institution.

Publications of the Institution.

1. Gospel according to St. Mark, in relief, for the use of the Blind, by J. Snider, Jr.

2. Letter of J. R. Friedlander, to R. Vaux, J. Vaughan, and R. Walsh.

3. Proceedings for establishment of the Institution.

4. Address, &c. of Principal at Examination.

5. First Annual Report, 1834.

6. Second Annual Report, 1835.

No. 340 of Hazard's Register of Pennsylvania.

Work of the Pupils.

Specimen of Writing, Printing with Pin Types, Guard Chain of Silk, Fringe, Bead work, Basket.

N. B. For other Handy works, see the Reports.

Coin of the Country.

One half dollar of 1835,	} Silver.
One quarter dollar of 1835,	
One dime (10 cts.) of 1835,	
One half do. 1835,	
One cent of 1835, Copper.	

On the twenty-seventh day of July 1835, the first earth was removed, preparatory to the erection of this Building.

On the seventeenth day of August, 1835, the First Stone of the foundation was laid under the North West corner of the Building, by the hands of John Vaughan, (the first patron of the Institution,) assisted by Messrs Friedlander, Snider, J. U. Fraley and Handy.



UNIVERSITY OF PENNSYLVANIA.

(Continued from page 163.)

CHAPTER IV.

Origin of the Medical Department.

Though the college of Philadelphia was later in its origin than some similar institutions in the older settlements, it may nevertheless boast the honour of having established a medical school, the first in point of time, as it has always been the greatest in merit and success of all upon this continent. It does not come within the design of the present sketch, to give even a very general account of the rise, progress, and ultimate prosperity of this department of the college, which of itself affords a subject so distinct and copious, as well to deserve a separate and minute consideration. We may, however, be allowed to notice a few circumstances, connected with the earliest period of its history.*

* The following extract of a letter from James Logan to Colonel Hunter, Governor of New York, dated 5th month 1st, 1717-18, contains the earliest account we have seen of a proposition to deliver medical lectures in Philadelphia. The individual referred to was Dr. Colden.

"All I know of that bill is only this. He came to me one day, to desire my opinion of a proposal to get an Act of Assembly for an allowance to him as a physician

By a letter from Dr. William Shippen to the board of trustees, written in September, 1765, it appears that the institution of a medical school in this city, had long been a favourite object with him, and that in an introductory lecture to a course of anatomy, delivered three years previously to the date of the letter, he had publicly announced his belief in the expediency and practicability of the measure. Having, when in England, communicated his plan to Dr. John Morgan,* who was then prosecuting his medical studies in that country, he had resolved to postpone any attempt to carry it into effect, till the return of that gentleman should afford an opportunity of securing his co-operation. In the mean time, however, Dr. Morgan had interested in favour of the project several influential individuals in England; and it was proposed that a school of medicine should be engrafted on the Philadelphia college, the professors to be appointed, and the degrees to be conferred, as in the other department. Among those who exhibited the strongest interest in the affair were Mr. Hamilton and Mr. Peters, former presidents of the board, at that time residing in Great Britain, and Thomas Penn, the proprietary of Pennsylvania; from all of whom Dr. Morgan, on his return to Philadelphia, brought letters to the trustees, strongly advising the adoption of his plan, and recommending the Doctor himself to their choice, as one of the professors.† These

for the poor of this place. I told him I thought very well of the thing, but doubted whether it could be brought to bear in the house. Not long after, K. Hill showed me a bill for this purpose, put it into his hands by the governor, with two further provisions in it, which were, that a public physical lecture should be held in Philadelphia, to the support of which every unmarried man, above the age of twenty-one years, should pay six shilling and eight-pence on an English crown yearly, and that the corpses of all persons whatever that died here, should be visited by an appointed physician who should receive for his trouble three shillings and four-pence. These things I owned were very commendable, but doubted our Assembly would never go into them, that of the lecture especially."

* The gentlemen already mentioned among the first graduates of the college.

† The following is the letter from Mr. Penn, extracted from the minutes of the board of trustees.

"Dr. Morgan has laid before me a proposal for introducing new professorships into the college, for the instruction of all such as shall incline to go into the study and practice of physic and surgery, as well as the several occupations attending upon these necessary and useful arts. He thinks his scheme, if patronized by the trustees, will at present give reputation and strength to the institution, and though it may for some time occasion a small expense, yet after a little while it will gradually support itself, and even make considerable additions to the academy funds."

"Dr. Morgan has employed his time in an assiduous search after knowledge, in all the branches necessary for the practice of his profession, and has gained such esteem and love from persons of the first rank in it, that as they very much approve his plan, they will from time to time, as he assures us, give him their countenance and assistance in the execution of it. We are made acquainted with what is proposed to be taught, and how lectures may be adopted by you, and since the like systems have brought much advantage to every plan where they have been received, and such learned and eminent men speak favorably of the Doctor's plan, I could not but in the most kind manner recommend him to you, and desire that he may be well received, and what he has to offer be taken, with all becoming respect and expedition, into your most serious consideration; and if it shall be thought necessary to go

letters were presented to the board at a special meeting, accompanied with a written proposal from Dr. Morgan, "setting forth his plan of opening medical schools under the patronage and government of the college, and intimating his desire to be appointed professor of the theory and practice of Physic." The trustees approved the scheme, and "entertaining a high sense of Dr. Morgan's abilities, and the honours paid to him by different learned bodies and societies in Europe," unanimously appointed him to the office for which he applied. The date of this event, the 3d of May, 1765, is deserving of commemoration, as the birth day in America, of that system of medical education, which has been carried to such high perfection, and has so powerfully tended to advance the profession in knowledge, reputation, and usefulness.

In the following September, Dr. William Shippen, upon application to the board, was unanimously chosen professor of anatomy and surgery. Dr. Adam Kuhn was afterwards made professor of botany and materia medica, and Dr. Benjamin Rush, of chemistry. This last appointment was preceded by a letter from the proprietors to the trustees, written at the request of Dr. Fothergill, recommending Dr. Rush to their notice as an expert chemist, and requesting their acceptance of a suitable chemical apparatus. At the same time that instruction was given to the students by these gentlemen in their respective branches, a course of clinical lectures was delivered by Dr. Tomas Bond, in the Pennsylvania Hospital.

In the year 1767, a system of rules was adopted, necessary for the proper organization of this new school. Two grades of medical honours were established, corresponding with those in the department of the arts and sciences. The qualifications for the first degree, or that of bachelor in medicine, were a competent acquaintance with the Latin language, and with those branches of mathematics and natural philosophy which were deemed necessary prerequisites to a good medical education; the serving of a sufficient apprenticeship with some reputable practitioner of physic; a general knowledge of pharmacy; and finally, an attendance upon at least one complete course of lectures, and on the practice of the hospital for one year. To obtain the degree of doctor of medicine, it was necessary that the applicant should have been a bachelor of medicine for at least three years, should have attained the age of twenty four, should write a thesis, and, except in cases of absence abroad, or in some distant part of the colonies, should defend this thesis publicly in the college. It will be perceived that this system differs materially from that now in operation; and the modern has, in several respects, a decided advantage. Perhaps it would have been well to preserve that regulation, which demanded a previous knowledge of the Latin language, the neglect of which is too common among medical students of the present day.

The first medical commencement was held on the 21st of June, 1768, when the following gentlemen received their bachelor's degree:—John Archer of Newcastle county, Benjamin Cowell of Bucks, Samuel Duffield and Jonathan Potts of Philadelphia, Jonathan Elmer of N. Jersey, Humphrey Fullerton of Lancaster county, David Jackson of Chester county, John Law-

into it, and thereupon to offer professorships, that he may be taken into your service."

"When you have heard him, and duly considered what he has to lay before you, you will be best able to judge in what manner you can serve the public, the institution, and the particular design now recommended to you.

I am, gentlemen,

Your affectionate friend,

THOMAS PENN."

London, February 15th, 1765.

rence of E. Jersey, James Tilton of Kent county on Delaware, and Nicholas Way of Wilmington.

Such was the origin of a school, which, by the talents and industry of its successive teachers, has attained a station little inferior to that of the most celebrated in Europe; which has for a long time diffused medical knowledge, in copious streams, over the whole of this widely extended country, and given birth to numerous similar institutions, emulous of their parent school in honour and usefulness; which, while it affords to its officers a dignity in rank and an affluence in subsistence beyond any other private association on the continent, at the same time imparts to the city in which it is located, a degree of prosperity and reputation which the most sanguine of its founders never ventured to anticipate from its operations.

CHAPTER V.

Finances of the College.

Our view of the college would be incomplete without some account of its financial concerns. The original fund with which the trustees ventured on their undertaking was the sum of two thousand pounds, payable in five annual instalments, subscribed by the individual members of the board. To this sum a very considerable addition was soon made by subscriptions, on the same terms, obtained among the inhabitants of the city; and the resources of the institution were afterwards augmented by donations* and legacies, by public collections in churches† and at the commencements, and by the proceeds of lotteries‡. From these various sources, in the course of twelve years from the first establishment of the academy, the amount derived was not less than seven thousand pounds sterling; and if to this be added the profits of tuition, and benefactions from the proprietors in money and land, to the value of at least three thousand pounds, received during the same period, there will appear to have been no deficiency of funds for carrying the designs of the founders of the seminary into full effect. Of the donations from the proprietors, five hundred pounds accompanied their grant of the first charter, and nearly three thousand acres of land, situated in Bucks county, being the fourth part of the manor of Perkasia, were conveyed to the trustees by Thos. Penn, on the condition that, if the institution should fail of success, the land should revert to himself or his heirs. The fee simple of this land was, at a subsequent period, vested in the trustees, and the farms into which it was divided were sold upon mortgage; but as the conditions of the sale were not complied with, the greater number of them have re-

verted to the institution, and now constitute a part of the real estate of the University of Pennsylvania.

Though the resources of the college were amply sufficient to meet all the immediate demands upon them, and, at the end of twelve years, a considerable surplus remained in the hands of the trustees, beside the clear possession of the college ground and buildings, yet, as the interest accruing from this surplus, even with the addition of the receipts for tuition, would by no means be adequate to the proper support of the school, which would therefore, still be left dependent upon the precarious supplies of private contributions and lotteries, it was thought advisable to look about for some means of procuring such a sum of money, as, when united to that already possessed, and constituted into a permanent fund, might yield a fixed and certain income, adequate to all the wants of the institution. Too much had already been contributed by the citizens to justify an expectation that this object would be accomplished by a further appeal to their public spirit; and the legislature of the province wanted either the ability or inclination to yield any assistance. The attention of the trustees was, therefore, directed abroad; and as Dr. Smith, on his return from Europe, had reported that many of the best and most influential personages in England were favourably disposed to the institution, it was determined to seek, from the liberality of the mother country, those supplies which were not to be obtained in the colonies. The numerous and highly respectable acquaintance which the provost had formed, and the esteem in which he was held in Great Britain, naturally designated him as the most suitable person to act as the representative of the trustees on this occasion; and they accordingly requested him to undertake, in that capacity, another voyage across the Atlantic, promising the payment of all his expenses, and the continuance, during his absence, of the salary attached to the provostship. Dr. Smith cheerfully complied with the request; and, being furnished with the proper written power, sailed for England, where he arrived early in the year 1762. Persons of very high station and authority became interested in the success of his mission; and it was recommended, in order that the application from the trustees might come with greater weight, and the charity be rendered more universal, that a royal brief should be obtained, authorizing a collection to be made throughout the kingdom. Some embarrassment, however, was at first experienced in consequence of a similar application from the college of New York, which, it was feared, if urged in opposition to that from Philadelphia, would materially interfere with its success, and, by the disgust which such rivalry is apt to excite, would operate greatly to the disadvantage of both schools. To remedy this inconvenience, Dr. Smith was induced, by the advice of his friends, to unite with Dr. Jay, the agent from New York, in joint application, agreeing to share with him equally all the advantages which might result. An event very favourable to their purpose was at this juncture offered in the birth of a prince; and to his present majesty, George the Fourth, is perhaps, in some measure, owing the favour which their project experienced from his royal father. On so joyful an occasion, the king and his council could not refuse their countenance to a work of benevolence; and not only was a brief, as ample in the powers it conferred as they could desire, procured, but his majesty was pleased to give them also the influence of his example by himself becoming a contributor. The agents were not backward in availing themselves of the opportunity thus afforded them; and their success was even superior to their expectations. Dividing the country between them, they travelled throughout England; visited many parts of Scotland and Ireland; and where they could not themselves be present, employed the services of friends, and endeavoured to make a favourable impression by the distribution of circular letters, setting forth the nature of the charity, and strong-

* I observed in the minutes of the board, an acknowledgment of the receipt of one hundred pounds from "a company of comedians," being the profits of a play which they had represented for the benefit of the free school. The collection of so considerable a sum, on such an occasion, is a singular evidence either of the charity, or of the play-going propensities of those times. It seems that this mode of increasing their revenue did not meet with the unanimous approbation of the trustees, for it is stated in the minutes that a *majority* were in favour of receiving the donation.

† The sermons of Whitfield were most productive.— One which he preached at the request of the trustees, for the benefit of the charity schools, and for which they returned him their "sincere and hearty thanks," yielded more than one hundred pounds.

‡ Considerable opposition was made to this mode of raising money; and, at one time, a law was passed prohibiting lotteries altogether: but it was soon afterwards repealed. Six or seven lotteries were at various times set on foot for the benefit of the institution; from two of which, upwards of four thousand pounds, currency, were collected.

ly urging its claims upon the favour of the benevolent. Dr. Smith was especially remarked for his indefatigable exertion and skilful management. So highly, indeed, were his services appreciated by the trustees, that they not only took every opportunity of conveying to him the strongest expression of their approbation and confidence, but, on his return, received him, at a meeting of the board called for that special purpose, with the highest marks of satisfaction and respect, and unanimously voted him their thanks for the "great zeal, diligence, ability, and address which he had shown in the management of this collection." At a subsequent meeting, they gave him a still stronger testimony of their consideration in the grant of one hundred pounds a year, which was to be considered, "not as an addition to the salary of provost, but solely as a reward for his personal services in England." The individuals in Great Britain who most interested themselves in this affair of the two colleges, and whose influence, both in obtaining the brief, and afterwards in promoting the collection, was of most importance, were the archbishop of Canterbury, primate of the English church; the Rev. Dr. Chandler, who was considered at the head of the dissenting interest; and Thomas and Richard Penn, the proprietors of the province, who themselves contributed five hundred pounds. To these gentlemen letters had been originally written by the trustees, requesting their aid; and their exertions, particularly those of the archbishop and of Dr. Chandler were the more praiseworthy, as it was expressly understood that the objects of the college were not to promote any sectarian interests, but that its doors were open indiscriminately to individuals of every religious persuasion, whether in the capacity of officers, or of students. The collection was completed by the end of the year 1763, and the share of it which fell to the Philadelphia college amounted to more than six thousand pounds sterling. According to the original intention of the trustees, this sum was considered as a permanent fund, of which the interest only was to be applied to the purposes of the college; and the different portions of it, as they were received, were immediately invested in the best securities, generally in mortgages accompanied by a bond and judgment.

The finances of the college might now be considered in a good condition; as the income from its real estate and other investments, united with the money for tuition, and the casual receipts from various sources, were sufficient for its support. No further efforts, therefore, were for some time made to augment its permanent fund; but as it was highly desirable that the institution should be wholly independent of precarious supplies, and some inconvenience was occasionally experienced from the emptiness of the treasury, the trustees, about ten years after their application to the British nation, resolved to set on foot another subscription in the colonies. Their first attempt was made in South Carolina, where the college was well known, and many wealthy individuals were supposed to be willing to contribute liberally towards its maintenance. Nor were their expectations disappointed. During a short visit which Dr. Smith was induced, at the request of the board, to make to Charleston, in the winter of 1771-2, he succeeded, without much difficulty, in procuring a large subscription, from which upwards of one thousand pounds sterling were ultimately realized. In the following spring, a proposition was made to institute a collection in the West Indies; and Dr. Morgan, one of the medical professors, having expressed a willingness to undertake the business, received from the board the necessary authority, and soon afterwards sailed for Jamaica. In this Island alone, to which, on account of great losses sustained by a severe hurricane in other parts of the English West Indies, he was directed to confine his exertions, the subscriptions amounted to six thousand pounds, of the Jamaica currency. How much of this was actually collected, I have not been able to ascer-

tain. A large portion of it was probably lost, in consequence of the confusion in which the affairs of the colonies were subsequently involved. It appears, however, from the minutes, that when Dr. Morgan gave in his accounts, towards the end of the year 1773, an amount equal to at least two thousand pounds sterling had been received, and the profits of his voyage, at the lowest calculation, may be stated at this sum. Beside the contributions from Carolina, and the West Indies, a very considerable sum was subscribed in Philadelphia and the neighbourhood; so that there was every reason to expect, that the permanent income of the college would, for the future, be amply sufficient to defray all its necessary expenses.

But the troubles of the revolutionary war, which now broke out, very materially impaired its resources. One of the first effects of this contest upon the institution was a diminution in the number of students, and a consequent falling off, to an equal extent, of the receipts for tuition. In the spring of 1779, there were only about twenty members of the college classes, and eighty boys belonging to the grammar school and academy; and, at a previous period of the revolution, the numbers had been still less. The income of the college was also greatly diminished by the compelled receipt of depreciated paper in payment of rent and interest; and much loss of capital was experienced, in consequence of the discharge, in the same paper, of the bonds and mortgages in which a great portion of the funds was invested. At the same time that the resources were thus impaired, an enormous advance in the price of almost every necessary, rendered an augmentation of the salaries of the teachers indispensable, and thus very greatly increased the expenses. To such an extent was this the case, that at the opening of the schools, after a temporary suspension arising from the occupation of Philadelphia by the British army, it was found absolutely necessary to double all the salaries, in order that the professors might obtain a livelihood.

To compensate, in some measure, for this reduction of receipts and increase of expenditures, it was resolved, soon after the resumption of the duties of the college, in the fall of 1778, to make one more application to the citizens for aid. From a report made to the legislature, in the succeeding year, relative to the state of the schools, it appears, that this application resulted in the subscription of twelve hundred pounds, currency, to be paid annually for three years. From the same report it also appears, that the property of the college, at that time, consisted, 1. of the lots and buildings in Fourth Street, including the academy, the boarding-houses to the north of it, and four dwelling-houses in the immediate vicinity;—2. of a farm and mills at Norristown, containing five hundred and seventy-two acres, purchased with the money received in discharge of bonds and mortgages formerly held by the trustees;—3. of the Perkasielands in Bucks county, presented by Thomas Penn, and containing nearly three thousand acres;—and 4. of moneys placed out at interest, amounting to somewhat more than five thousand pounds. The whole income from this estate, independently of the college building, and of two dwelling-houses occupied by professors, amounted only to six hundred and seventy pounds, together with five hundred bushels of wheat, or its value in currency, the latter item being the rent of the mills and farm at Norristown. The entire inadequacy of this income to the demands made upon it, will be rendered obvious by the simple statement, that the salary of the provost alone, over and above the rent of the house in which he lived, was, at the period of the report, not less than seven hundred pounds, and was soon afterwards increased to fourteen hundred pounds, which, in consequence of the depreciation of the currency, and the rise in the price of necessaries, was considered no more than equal to one quarter of that sum before the revolution. It will be perceived, hereafter, that the poverty of the

college was made a pretext by the legislature for interfering in its concerns, and was one of the ostensible causes of a complete revolution in its affairs.

Before speaking of those proceedings of the legislature which led to this result, and which constitute a new era in the history of the institution, it will not be deemed irrelevant to give a brief statement of the salaries of the officers, and the cost of tuition at different periods, from its origin to the present time. Such statements are interesting; as they enter into our means of estimating the character of particular periods of history, and in some measure enable us, by comparing the past with the present, to judge of the progress or decline of society.

When the academy first went into operation, the rector received a salary of one hundred and fifty pounds, Pennsylvania currency, which on the appointment of Dr. Allison was augmented to two hundred pounds; and the salary of Dr. Smith, when chosen provost of the college, was fixed at the same sum. The other professors received from one hundred and twenty-five to one hundred and fifty pounds each, and the ushers, from sixty to seventy pounds. It would appear that these sums, small as they would now be considered, were in those economical times sufficient for the decent support of the teachers: for they remained without increase for several years; and there were few instances of resignation of office, on the ground of inadequate compensation. By the year 1761, however, an advance seems to have taken place in the cost of living, which rendered an augmentation of the salaries necessary. That of the provost was accordingly raised to two hundred and fifty pounds, and the others in nearly the same proportion. It has already been stated, that Dr. Smith, after completing the collection in Great Britain, received from the trustees, as a reward for his services, the gratuity of one hundred pounds annually, independent of his salary; so that his income from the college now amounted to three hundred and fifty pounds. In a letter, however, written to the board, in the year 1774, he states, that, on account of "the advanced price of necessities, and the growing expense of a growing family," he finds it impossible, with all decent attention to frugality, to make this sum answer for his support; and, in a modest way, reminding the trustees of his services to the institution, he requests them to provide him with a house, and promises, whatever may happen in the future, to make no further demand upon them. His request was unanimously complied with; and a spacious mansion was erected on the college grounds, in which he continued to reside till the college itself passed into other hands.* The example of the provost was soon followed by the other professors; and most of them obtained the right of a dwelling in addition to their salary. The effect of the depreciation of the currency, and of the increased expense of living, during the revolutionary war, upon the nominal amount of the salaries, has been already noticed.

The cost of tuition for the students of the college was originally four pounds a year, with the addition of six shillings for fire wood, and an entrance fee of twenty shillings. The expense of graduation was four pounds. In the year 1757, an attempt was made to raise the price of tuition to ten pounds per annum; but as other colleges continued to retain the lower rate, the attempt proved unsuccessful, and the old price was resumed. The charge for boarding, in the college buildings, was twenty-five pounds fifteen shillings a year; so that, for the very moderate annual sum of about thirty pounds or eighty dollars, a young man might, at that period, receive his support in the first city, and his education in

one of the highest seminaries of English America.— During the revolution it was found necessary, from the same causes which induced an increase in the salaries of the professors, to raise the price of tuition first to twelve, and afterwards to twenty pounds a year.
[To be Continued.]

From the *Pittsburg Times*.
PITTSBURG IMPROVEMENTS.

List of houses built or commenced during the present season.

CITY PROPER.

Front Street.

- Mr. Ledlie, one 4 story brick warehouse.
- Mr. Phillips, one 2 story frame dwelling.
- Capt. Jas. Wood, two 3 story brick dwellings.

Second Street.

- Bakewells, one 3 story brick warehouse.

Third Street.

- John Caldwell, six 3 story brick dwellings.
- Mr. Dunlavy, one 2 story brick dwelling.
- N. Holmes, one 2 story brick dwelling.
- Bank of Pittsburg.
- Mr. Ihmson, one 3 story brick warehouse.
- Mr. Schoyer, one 2 story brick dwelling.
- H. Beares, one 3 story brick dwelling.
- A. Kirkwood, two 2 story brick dwelling.
- J. Ripley, one 3 story brick dwelling.
- Howard & Rogers, two 3 story brick dwellings.

Fourth Street.

- S. Caldwell, Esq. two 3 story brick dwellings.
- Bank of Pittsburg.
- W. W. Irwin, Esq. 3 story offices and hall—stone frt.
- A. McClurg, 3 story do do
- A. Darragh, one 3 story brick dwelling.
- Dr. H. Stevenson, three 3 story brick dwellings.
- Wm. Scholey, two 2 story brick dwellings.
- Rev. A. Black, two 3 story do do

Diamond Alley.

- W. Young, one 3 story brick warehouse.
- East Ward Public School, brick.

Market Alley.

- King & Whitten, two 2 story brick stores.
- J. McMasters, one brick stable.

Fifth Street.

- Robt. Burnsides, one 3 story brick dwelling;
- J. Portsmouth, two 2 do do
- Jas. Breeding, one 3 do store.

Seventh Street.

- John Keating, one 2 story frame dwelling.
- J. Hollands, one 2 do do do
- J. Taggart, do 2 do do store.
- J. Patterson, one 2 do brick dwelling.

Virgin Alley.

- S. W. Carr, two 3 story brick dwellings.

Ferry Street.

- W. Ward Public School, 3 story brick.

Market Street.

- C. Brewer, one 3 story brick warehouse.
- S. Thompson, one 3 story brick warehouse, stone front.

Wood Street.

- S. Thompson, one 3 story brick store.
- McGill and Darsie, one 4 story brick warehouse stone pillars.
- Wm. Hays, Esq. two 3 story brick warehouses, stone pillars.

Smithfield.

- George Jackson one 2 story brick dwelling.
- J. Woodwell, two 2 story brick shops.
- J. Portsmouth, three 2 story brick stores.

* The house erected for Dr. Smith, was that large building which still stands at the southwest corner of Fourth and Mulberry streets. All the ground and dwelling houses, situated between this and the academy, were the property of the college.

Ross Street.

J. W. Johnson, two 3 story brick buildings
New County Buildings.

Wiley Street.

Mr. Trainer, one 2 story building.

Washington Street.

J. Brickle, three 2 story frame dwellings.
Mr. McClure, one 2 do brick do
W. W. Wilson, one 2 story frame do

Prospect Street.

J. Mackeral, one 2 story frame dwelling.

Liberty Street.

John Irwin, 3 story brick shop and warehouse.
P. Dravo, one 2 story brick dwelling.
W. B. Irish, three 4 story brick warehouses.
M. & A. Leech, one 4 do do do
A. McClurg, six 4 story brick warehouses with iron
pillars.
W. W. Fetterman, five 3 do do stone pillars.
J. Painter, one 3 story do do do do
J. Wallace, two 4 do do do do do
—— two 3 story brick smoke houses.
T. Scott, two 4 story brick warehouses, stone front,
and four 3 story brick smoke houses.
R. Galway, one 4 story brick warehouse, stone front.
J. Benny, do do do do do
Miller & Long, three do do do do

Penn Street.

McGinnis, one 2 story brick dwelling.
Stackhouse & Thompson, two 3 story brick dwell-
ings.
Cassat, one 3 story brick dwellings.
Shay, do do do do
Pusey, do do do do
Kennedy, do do do
G. Warner & Co. one 2 story brick dwelling and
store.

Brewery Alley.

Frisby, two 2 story brick dwellings.

Stanwix Street.

Nicholsons, four 2 story brick dwellings.

Marbury Street.

Capt. Wood, ten 3 story brick dwellings.

Wayne Street.

Miller & Long, one 3 story brick warehouse, stone
pillars.

Hand Street.

John M'Ilwain, one 2 story brick shop.
David Henry, four 3 story brick dwellings.

NORTHERN LIBERTIES.

Quarry Street.

C. T. Friend, one 2 story brick dwelling.
John Frumpton, one 2 do do
D. Hamilton, one 2 story frame do
Laird, Buchanan & Co., one 2 story frame Glass Fac-
tory.

Mr. Thompson, one 2 story frame dwelling.

Liberty Street.

N. Renouf, one 2 story frame dwelling.
J. Jenkinson, one 2 story brick dwelling.
Dr. Gladden, one 2 story brick dwelling.
Wm. McCullough, one 2 story do
H. Young, one 2 story frame dwelling.
R. Hall, one 2 do do do
J. Bagley, one 2 do do do
John Carr, one 2 do do do

Penn Street.

Wm. Sterling, one 2 story frame dwelling.
Wm. Gates, one 2 do brick do

Dr. Gladden, one 2 story brick dwelling.

Mr. Gilmore, one 2 do do do

Wm. Gates, two 2 do do do

John Hamilton, one 2 do do do

J. Powelson, one 2 do do do

Mr. Richards, one 2 do do do

Wm. Bayne, one 3 do do store and dwelling.

Wm. Witty, one 3 story brick dwelling.

Walnut Street.

Thomas Mitchell, one 2 story brick dwelling.
Wm. Lippencott & Brothers, two 1 story brick Roll-
ing mills.

ALLEGHENY BOROUGH.

Federal Street.

Cassat, one 3 story brick.
John Patterson, three 1 story frames.
Strohm & McCleary, one do do
Dr. Shoenberger, one 3 story brick.
G. & W. Cole, three 3 do do
H. Davis, one 3 do do
J. McGrew, one 2 story frame shop.
Wm. Montgomery, one 2 story brick.

Lacock Street.

Wallace, two 2 story bricks.
Mason McClelland & Grant, three 3 story bricks.
White & Elliott, two 2 story frames.
D. Brown, one 2 story brick.
Coleman, two 2 do
Reformed Presbyterian Church.

Robinson Street.

W. Robinson, one 2 story frame.
—— two 2 story bricks.

Craig Street.

B. McDonald, two 2 story bricks.

Bank Lane.

D. Frew, one 2 story brick.

Front Commons.

S. Lathrop, two 3 story bricks.
Dr. Trevor & Breding, two 2 story bricks.

Ohio Street.

A. Bidwell, one 2 story brick.
Forsyth, one 2 story brick.

Back Common.

H. Fleming, three 2 story frames.
Three frame school houses.

Sandusky Street.

Arbuckle & Co. one 2 story brick warehouse.
R. Williams, five 2 story bricks.
Brown, one 2 story brick Iron railing factory.
Do one frame.

Webster Street.

Forsyth, one 2 story stone.

Veto Street.

S. Blackstock, one 3 story brick.

Second Street.

S. Norman, one 2 story frame.
A. Taggart, do do do

Beaver Street.

J. Barr, one 2 story frame.
D. Wilson, do do
Wagner do do
T. McCombs, do do

Barnet Street.

T. Barnet, one 2 story frame.

Butler Pike.

Wm. Murray, three 2 story frames.
Hull, do do do
Voightly, three 2 story bricks.

East Lane.

S. Sandal, one 2 story brick.

Grantham Street.

J. Porter, one 2 story brick.

J. McGahan, one 2 story frame.

Mr. Ledley, do do do

Wetherel, do do do

Diamond.

J. W. Smith, one 2 story brick.

T. & R. Stewart, two 2 story bricks.

BIRMINGHAM.

J. & J. Patterson, one 2 story brick Lock and Screw Factory.

G. Dunlap, one 2 story brick dwelling and store.

Wm. Noble, do do do

J. Brown, do do do

James Brown, do do do

Mr. O'Leary, one 2 story frame Glass Factory.

Do one brick cutting house.

Do two 1 story frames attached.

SUMMARY.

In the City proper,	137 buildings.
Northern Liberties,	27 "
Borough of Allegheny,	72 "
Birmingham,	9 "

Total, 245

Our list of Improvements is still incomplete; as it does not give the houses in that large space east of the city line, between the two rivers; including Arthursville, Hayti—a whole series of towns, filling up and coming fast into connection with the city. That will be supplied by another list for a future number.

A large portion of the buildings of this season are in a style showing a marked progress of architecture among us; greatly improving the general appearance of the city. We would instance particularly, the magnificent row in Liberty, from the corner of Wayne street, nine houses in one block, by Miller & Long, Benny, Galway, Scott, and Wallace. The similar grandeur of the blocks of buildings by Messrs. Fetterman, McClurg, and the Lecch's. Ledlie's warehouse in Front street, Hays's in Wood, with McGill & Darsie's, which is expected to be of equal elegance; and Capt. Wood's fine row of dwellings in Marbury. The last two years have much changed the aspect of Pittsburg, by the addition of such noble structures as the Third Presbyterian Church, the Pittsburg Bank, "and last but not least," Irwin's and Winebiddle's superb rows, of stores and warehouses.

CHEMICAL INVENTIONS.

To the Editor of the Philadelphia Gazette.

Sir:—In your Gazette of the 7th inst., a notice is quoted, respecting a volumescope contrived by me, by which atmospheric air may be analysed accurately, with the aid of nitric acid. I beg leave to state, that the instrument which I designated by the name above mentioned, is not qualified for the accurate analysis of atmospheric air, but for the advantageous illustration before a large class of the proportion in which oxygen exists in that aeriform mixture. However, it is with the aid of nitric oxide, or hydrogen, that it operates, not with nitric acid, which cannot by any means, be made to absorb oxygen.

I have contrived an instrument called the sliding rod hydro-oxygen eudiometer, by which the proportion of oxygen in the atmosphere has been accurately ascertained in thirty seconds; while, I believe, by any instru-

ment previously employed to obtain the same result, at least five minutes would be required.

I have also contrived other eudiometrical apparatus, by which cyanogen, carbonic oxide, or the various species of carburetted hydrogen, may be analysed with peculiar convenience and accuracy. These instruments might be found useful in ascertaining the composition of the varieties of the gas employed for illumination.

I hope I may be excused for occupying the columns of your Gazette, with these statements, in order to correct the imperfect and erroneous impression, which the notice above alluded to, might otherwise convey.

I am, Sir, yours truly,

ROBERT HARE.

From the U. S. Gazette, Sept. 15.

BOAT RACE.

Yesterday afternoon, the promised rowing match between the Imp and Blue Devil clubs, took place on the Schuylkill. At an hour early in the afternoon, the throng of passengers towards the west, showed the interest which the people had taken in the approaching contest, and the wharves above the water works were densely crowded with persons of both sexes and all ages, awaiting the time of starting, while the numerous boats, richly painted and skilfully managed, flew across the stream, turned, and moved, and

"Walked the water like a thing of life;"

and the opposite shores and precipitous heights were peopled with expectant observers.

The two boats at length appeared on the run. The Imp is a long, dark boat; her crew wore white trousers, red and white striped shirts, and close red Grecian caps. She was manned with eight oarsmen and a coxswain.

The Blue Devil is also a long boat, blue and white, her crew wore white pantaloons, blue striped shirts, and, we think, small round hats. She was also manned with eight oarsmen and a coxswain.

The two boats took station a short distance from each other, near the entrance of the forebay of the water works, and by an occasional pull, kept their relative positions. The oarsmen at length bent for a long sweep, and the multitude waited with breathless expectation the signal for pulling. It was given, and both boats started as if instinct with motion. The rowers, we observed, took long and steady sweeps, and gave themselves "with a good will" to the work, while the coxswains steered from point to point, making every stretch of the boat the hypotenuse of the angle which the river formed. We marked the time of departure as wanting 8 minutes and 30 seconds of 5 o'clock, and pursuing the road the most direct to Belmont, the goal of the race, we heard the shout that denoted the arrival of the first boat at two minutes and thirty seconds past five o'clock. The distance, then, of nearly three miles, was performed in eleven minutes; and we learned on arriving, that the Imp had come in ahead of the Blue Devil about 40 yards.

We understand that shortly after the starting, the Blue Devil, in shooting under the stern of the Imp, accidentally unshipped the rudder of the latter. The coxswain, however, thrust his arm deep into the water, and steered as well as he could with such a jury rudder.

A boat containing several gentlemen, among whom we noticed Col. Swift, Mr. Sheriff Duncan, and Capt. N. Stanley, who acted as judges, was lying off to mark the result.

The two contending crews met together on the water, and the winners received a cheer. Col. Swift then presented a handsome stand of colors, and afterwards the silver oar, the prize of the race, to Mr. Cardwell, acting as coxswain of the Imp, and accompanied the

delivery with an appropriate address, to which Mr. C. replied.

The number of carriages, of ladies and gentlemen on horseback, and of pedestrians at Belmont, was truly astonishing. There were several thousand—and the delightful situation of Belmont, its gentle sloping to the river, and the shores thus richly lined, while the Schuylkill, always beautiful, was now dotted all over with boats, with crews whose fancy dresses gave a delightful variety to a scene so full of life—an assurance that Philadelphia has environs to be admired, especially when she sends out her fairest flowers to deck the scene.

From the Inquirer.

THE NORTH—THE SOUTH—THE SLAVE QUESTION.

J. R. BURDEN'S REMARKS.

At the Town Meeting, held at the Musical Fund Hall, Philadelphia, Sept. 5, 1835.

The subject for which this numerous assembly has convened, has been so ably and eloquently treated by the presiding officer and the gentleman (R. T. Conrad, Esq.) who preceded me, that little is left to be said. — Perhaps, however, it may not be altogether unprofitable to touch on some points connected with the question, points which are urged with zeal by those who agitate it.

It is alleged that the black is equal in capacity to the white race, and therefore the former ought to be emancipated. The question of their relative capacity has, however, nothing to do with that of their bondage. — Their inferiority would confer no right to enslave them, nor would their equality be a reason for emancipation.

Against the domestic slavery of the United States, the citizens of Great Britain have made the most clamour. They have portrayed it, in the strongest terms, as a blot and a stain on the American character. Let them look at home. What, England reproach us! England, whose galling despotism and unparalleled cruelties in India are known and shuddered at every where! England, whose gauntlet grasp of oppression has been, and yet is, on the noble people of Ireland!!!

If domestic slavery be a blot upon us, who made it, England. We were her colonists when it was introduced, and if there be a stain 'tis on her hands. Carolina whilst a colony, framed an act to prohibit importations of negroes. England vetoed the bill, declaring that slavery was *beneficial to the mother country*. The Colonial Governors were prohibited from signing bills against the slave trade; and the language of the British government was, "We cannot allow the colonies to check or discourage in any degree, a traffic so beneficial to the nation." The history of the colonies shows long and strong exertions to abolish the trade; but England prevented it. She has since trumpeted forth her humanity, and taken a leading and noisy part against the traffic. Perhaps the destruction of the French West India Islands had as much to do with her course, as philanthropy; for, look into her history, and it will be found that national vengeance and interest have guided her as much as her own neighbors. Let England wash the spots from her own hands, before she attempts to clean our escutcheon.

Our fathers, fully appreciating the value of political liberty, declared the colonies independent of Great Britain. The especial Providence of Almighty God gave wisdom to their councils, and victory to their arms.

On the 4th of July, 1776, in the immediate neighborhood of this place, the Declaration of Independence was made. From it the advocates of black emancipation take their text, "All men are created free and

equal, &c." The construction they put upon it, is unlimited. Let us examine the subject carefully. Did the framers of the Declaration, the representatives of the people, intend to declare that domestic slavery was incompatible with the freedom of the colonies? If they did not, their words are of no use in the defence of negro emancipation. If they did, *why were not all the slaves then emancipated?*

In 1781. "The Articles of Confederation" were ratified. *Domestic slavery still existed.* Why did it exist, if the construction of the abolitionists be correct! The people of the United States, in order to form a more perfect union and secure the blessings of liberty, established the Constitution in 1787. *Domestic slavery still existed.* No Constitution could have been formed, had emancipation been persisted in. No union could have been perfected, if theorists and dreamers had determined to deprive the slave-holding states of their property.

The Constitution was adopted; the Union was established; the world looked on it with admiration; yet *it did not prohibit domestic slavery.* So far from it, that one of its main features, that of representation, was based upon it, further it declared that the traffic *should not be prohibited* by Congress, prior to the year 1808. Perhaps the framers of the Constitution thought that, by that period, the increased population of the blacks would supercede the necessity of importation.

We hear in our day much prating about liberty and philanthropy. The Signers of the Declaration of Independence, and the framers of the Constitution, were quite as conversant with the rights of man as the best of us;—they had as much philanthropy; and, if you will have it, as much Christianity as we profess to have. They possessed the confidence of the people, and deserved it;—they passed thro' the times that tried men's souls; and, without the fear, favour or affection of power, but in the spirit of virtue, wisdom and patriotism, perfected a union as imperishable as the globe we inhabit. Shall it be said that such men put a blot and a stain upon our country?—So much for the text of Emancipation.

The advocates for abolition present several plans for effecting their object. I am against immediate emancipation, and against colonization. I view them both as impracticable—injurious to the white, and cruel to the black man.

The matter does not rest upon conjecture, it is one of figures which the youngest scholar in arithmetic can solve.

There are about 2,300,000 slaves in the United States: at \$200 per head, it would require 460,000,000 dollars to purchase them.

If after their purchase they are to remain in the country, we must expect results to the free and to the emancipated similar to those which have ensued in every country where emancipation has been resorted to, results at which humanity shudders, and which we, perhaps, could not lessen as in other countries, by the substitution of a despotism over the emancipated nearly, if not quite as galling as slavery itself. Read the history of Hayti; mark the rapid diminution of its productions; peruse its rigid codes,—and then talk about emancipation. No one acquainted with human nature would or could expect that a people emancipated immediately, would be otherwise than idle, improvident, immoral, and unhappy.

If the emancipated are to be sent away, we must add to the hundreds of millions of dollars for the purchase, the sum necessary for their transportation to, and their comfort after their arrival at the Colony. From what source could this enormous amount of money be raised?

If it were raised, it would be impracticable to colonize all the emancipated in any reasonable time. The activity, means and profits of the slave traders never raised the annual average of importation much above one hundred thousands slaves; what means would allow the exportation of two millions?

The amount of purchase, above stated, is predicated on the supposition that slaves could be purchased for emancipation at \$200 per head, which is below half their value. If a certain number could be purchased at that, and colonized, the price of the remainder would be raised. The death of some twenty thousand by Cholera, advanced the price twenty-five per cent. The removal of a portion of our slaves would not diminish their number at home. The law of population is as certain as any law of nature, and can be read by all who use their eyes. What country in modern times has had its population diminished by emigration? Africa for nearly a century, parted annually with about one hundred thousand of its inhabitants; and whilst half America was blackened by the trade, Africa has experienced no diminution of its population. The exportation of a certain number of slaves, would render those that remained more valuable, and more attention and care would be paid to populating.

Colonization, under the most favourable circumstances, is no easy matter. Read the history of every Colony—'tis a record of privations, suffering, disease and mortality. Every page portrays the necessity of adding, very gradually, to the number of the colonists. To colonize great numbers of the blacks, would be misguided humanity, would be sending them from *their own country* to a new and dangerous climate, and to means of subsistence to which they are totally unfitted.

It is much to be regretted that a misplaced notion of philanthropy has led persons to agitate the question of domestic slavery; its tendency is to create bitter feelings and rigid discipline towards the slaves, and cause unhappiness to their masters.

In Pennsylvania we have a large colored free population, and notwithstanding the prejudice that may exist against them, I assert, from the best opportunity of knowing, that as a class they are quiet and inoffensive, and many of them intelligent and respectable. The agitation of the slave question is only calculated to render the free blacks unhappy and to excite the prejudices of the wicked and ignorant against them.

I know that it is fashionable to prophecy that some half century hence, a servile war will ensue with all its horrors. Such prophecy is based on an ignorance of human nature; I have no fear of a general insurrection, and believing that we have enough to do in our day and generation, am willing to leave to posterity the business of posterity. Those who succeed us will be quite as able to attend to the business of their times as we are to attend to it for them.

Many persons talk of the curse of slavery; yet without slavery, it is, to say the least, doubtful whether the Southern States could be cultivated and furnish their immense exports; whether the free labor of emancipated slaves would be any thing like equal to the servile labor. Whether sudden emancipation would not be irretrievable ruin to the Southern States and sorely injurious to us all. The children of Israel were liberated; it required the exercise of miraculous power, and the outstretched arm of God to lead and colonize them.—Yet from the moment of their departure, the glory and prosperity of Egypt had departed, she sunk to rise no more, and the monuments raised by her slaves are almost the only evidences of her existence. Remove the slaves of the South, and Egyptian solitude would supercede the cultivation and prosperity of our southern country.

If slavery be a curse, leave its removal to those who know and feel it—we have nothing to do with it; let us mind our own business, the South will attend to theirs. We have enough to do at home.

We have croakers among us who cry that slavery will ruin the country. I have heard in my short life time, frequent and loud predictions of the country's ruin. The storms have passed over us, and either the

prophets were mistaken, or else our capital of ruin is so great that no drafts can exhaust it.

There is no danger to the union; the objections to its formation have been rapidly dwindling for half a century; every trial has made it stronger, our wide spread territory is concentrating every day by every improvement, our people are increasing in intelligence—they know that *union and freedom are one and indivisible*, and whatever agitating questions may be raised to excite the feelings of our citizens, let real danger make its slightest approach, and all local and partial feelings will be buried, and a firm and united people will frown it down.

I have presented a few leading points, the subject is so extensive that the occasion will not allow it to be treated in all its minutiae. I thank you for the attention which you have paid, and will say no more.

From the Pittsburg Gazette.

FLOATING DRY DOCK.

We find the following article in the New York American, of Thursday last.

"*Folger's Floating Dry Dock.*—We have examined the model of this new and ingenious invention, now exhibiting under the Exchange, and see no reason to doubt that it presents a mode, both cheap and effectual, of repairing—and building too, for aught we see—ships, in Dry Dock.

The principle is simply this—a floating cradle, water tight, and of the dimensions proportioned to the vessels to be docked, is constructed, with a falling gate at one extremity; this being lowered, the cradle sinks, so that the vessel may pass into it—when by windlasses the gate is closed—the water within pumped out by a steam engine, and, as it is withdrawn, the vessel is shored up, and supported along the inner sloping walls of the cradle.

Several such docks, of sizes proportioned to merchant ships and vessels of war, would cost little, compared with a permanent Dry Dock, and would have the advantage of being available for use any where—without regard to locality—where they could float. We commend the invention to the notice of the public."

The able editor of the American, will, no doubt, be surprised to learn that this *new* and ingenious invention of Mr Folger has been in actual and successful operation in this city for four or five years. Moreover, a suit was brought against the constructor, Thomas Cunningham, of this place, for an alleged violation of a patent right, by Capt. —, of Cincinnati, and Mr. Cunningham had relied for his defence upon the fact that such docks had been in use, for many years, in England and Holland.

Folger's Dry Dock, as described in the American, is so precisely similar to that now in use here, that we could not give a better description.

We can assure the editor of the American, and all others, that the Floating Dry Dock possesses all the advantages which he supposes it to possess. It has been thoroughly tried here, and has been found to be a cheap, speedy, and convenient contrivance for repairing steam boats of great size.

Before this Floating Dock was introduced by Cunningham, the plan of operations was to take the boat to be repaired over some flat, even beach, in time of high water, and there wait until the water had fallen. In this mode of proceeding, the boats would sometimes be detained weeks after they were repaired; and sometimes the river would rise before the repairs were completed, and interrupt the work.

Such being the inconveniences of the old mode, our steam boat owners and masters were well able to appreciate the advantages of the Floating Dry Dock.

LANCASTER GROUND RENTS.

Report and Correspondence of the Committee, appointed by the citizens of Lancaster, in public meeting, held on 27th July, with Emanuel C. Reigart, Esq. on the subject of the Hamilton Ground Rents.

The committee appointed by the Lot holders of the city of Lancaster, on the 27th July last, "to confer with the proprietors of the ground rents of the city, or their agent, and ascertain the most favorable terms on which the said rents can be liquidated," now respectfully report all their proceedings to their constituents.

When the committee was appointed, several of its members were absent from the city. Immediately upon their return, the committee held a meeting; and after much deliberation, determined upon the course which they thought best calculated to accomplish the object of their appointment. An examination of their correspondence with Emanuel C. Reigart, Esquire, the agent of the proprietors, will enable the Lot holders to decide in what manner they have executed the trust confided to them. The result of this correspondence will be found in the proposition made by Mr. Reigart in behalf of the proprietors, and contained in his letter of the 7th inst., which each Lot holder will examine for himself.

The committee submit this proposition without comment; because they believe that it does not fall within the range of their duties to recommend either its adoption or rejection. It is the less necessary for them now to express any opinion upon the subject, as their solemn and deliberate view of the whole question is presented in their communication to Mr. Reigart of the 2d inst.

All which is respectfully submitted by

JAMES BUCHANAN,
ADAM REIGART,
SAM'L DALE,
REDM'D. CONYNGHAM,
AMOS ELLMAKER,
JOHN F. STEINMAN,
SAMUEL HUMES, Jr.

LANCASTER, 11th Sept., 1835.

NO. 1.

Letter of the Committee to E. C. Reigart, Esq.

LANCASTER, Aug. 13, 1835.

Emanuel C. Reigart, Esq.

Sir:—At a stated meeting of the Lot owners of the city of Lancaster, on the 27th of July last, J. Buchanan, Adam Reigart, Samuel Dale, Redmond Conyngham, Amos Ellmaker, John F. Steinman, and Dr. Samuel Humes, were appointed a committee to confer with the proprietors of the ground rents, and ascertain the most favorable terms on which the said rents can be liquidated.

Three of the said committee are now absent from Lancaster: We, therefore request you, as agent of the proprietors, not to proceed or act further in collection of said rents, till the whole of the committee have an opportunity of conversing and conferring with the proprietors on the subject of the liquidation of said ground rents.

ADAM REIGART,
SAMUEL DALE,
REDM'D. CONYNGHAM,
AMOS ELLMAKER.

NO. 2.

E. C. Reigart, Esq. to the Committee.

To Adam Reigart, Samuel Dale, Redmond Conyngham, and Amos Ellmaker, Esq's.

Gentlemen,—I received your note of the 13th inst. yesterday, and would have replied without delay, but was prevented by immediate and pressing engagements.

My constituents have already suffered much from delay in the recovery of their just and lawful claims; their rights having been ascertained and fully recognized by the judicial tribunals of the country, I must be permitted to say, that your request seemed somewhat novel. Without, however, recognizing the right of the committee to interfere with or controul the discharge of my duty to my constituents, I will suspend all adversary proceedings for a short time, so as to give you an opportunity of performing the duties of your appointment.

Very respectfully,

E. C. REIGART.

LANCASTER, 15th Aug., 1835.

NO. 3.

The Committee to Mr. Reigart.

LANCASTER, 2d Sept., 1835.

Emanuel C. Reigart, Esq.

Sir,—The undersigned having been appointed a committee, at a meeting of the Lot holders of the city of Lancaster, held on the 27th July last, "to confer with the proprietors of the ground rents of the city, or their agent, and ascertain the most favorable terms on which the said rents can be liquidated," are now prepared to enter upon the duties of their appointment.

We have thought proper, in the first instance, to inquire of you, as the agent, whether the proprietors are disposed to submit to the Lot holders any proposition for the purpose of adjusting the ground rent question, which now so seriously agitates the public mind in Lancaster. If your answer should be favorable to our wishes, we shall then immediately address you at greater length upon the subject.

Yours, respectfully,

JAMES BUCHANAN,
ADAM REIGART,
SAMUEL DALE,
REDM'D. CONYNGHAM,
AMOS ELLMAKER,
JOHN F. STEINMAN,
SAMUEL HUMES, Jr.

NO. 4.

Mr. Reigart to the Committee.

To the Hon. James Buchanan, Adam Reigart, Samuel Dale, Redmond Conyngham, Amos Ellmaker, John F. Steinman, and Dr. Samuel Humes, Esqs.

Gentlemen,—I am at this moment favored with your note of this day. The proprietors of the ground rents are and always have been disposed to adjust their claims for rents with fairness and liberality; and presume they will be disposed to submit such proposition for the final liquidation of their ground rents as will be generally acceptable to those interested.

I am, gentlemen, very respectfully,

E. C. REIGART.

Lancaster, 2d Sept., 1835.

NO. 5.

The Committee to Mr. Reigart.

Lancaster, 2d Sept., 1832.

Emanuel C. Reigart, Esq.

Sir,—The undersigned having been appointed a committee, at a meeting of the Lot holders of the city of Lancaster, held on the 27th of July last, "to confer with the proprietors of the ground rents of the city, or

their agent, and ascertain the most favorable terms on which the said rents can be liquidated, and report the same," &c. now proceed to perform the duty thus enjoined. They address you as the agent of the proprietors, rather than the proprietors themselves; because from your residence in this city and your intimate knowledge of its inhabitants, you must be well acquainted with their situation and with the state of feeling which now exists among them. This knowledge, the committee trust and believe, you will communicate to your constituents.

It is well known that the ground rents for many years past are now in arrear. They have not been generally paid since the death of Andrew Hamilton, in 1825.—You must be fully sensible of the cause. Every citizen of Lancaster knows that for several years after that event, no regular demand was made upon the Lot holders, and there was no agent amongst us who could exhibit a competent authority to receive the ground rents. No regular chain of title for them was produced, and the Lot holders were not informed, nor did they know who were the real owners. For this neglect and for its consequences the proprietors have themselves to blame. Serious doubts and suspicions were thus cast upon their title; and the Lot owners ceased to pay their ground rents. These ground rents have thus accumulated to such an extent, that many, very many of them, would be wholly unable, without sacrificing their property to meet the demand.

Under such circumstances, what ought to be the course pursued? The committee firmly believe that the true interest of the proprietors is to meet the Lot holders in a spirit of liberal and enlightened conciliation. A strong and a general feeling now exists in Lancaster against the payment of these arrearages. The ground rents in future, we believe, might be collected without serious difficulty, if the question of the arrears were settled. In that event, the Lot holders would generally be disposed to purchase immediately upon reasonable terms; and it would certainly be the interest of the proprietors to sell.

But what, in the present state of public feeling, would be the consequence, if a compulsory course should be adopted, and the proprietors should attempt to enforce the payment of these arrearages? A resistance almost universal. Many hundred suits must be brought—the city must be thrown into agitation—the Lot holders must be harassed by the trouble and expense of these law suits, and in the end, the proprietors would discover that they had mistaken their true interest. Many examples might be adduced to prove the extreme difficulty, or rather the impossibility, of enforcing separate claims, though clearly legal, against a great number of individuals in the same vicinity, who are impelled to oppose them by a strong sense of their injustice, whether well or ill-founded.

Besides, such a course of conduct might endanger the interest of the proprietors, upon a point which the committee do not believe will otherwise be put in jeopardy. It might and probably would produce a hostility on the part of the Lot holders to pay or to extinguish their ground rents in future, and thus the present value of the estate to the proprietors might be seriously impaired.

If there ever were a case, then, in which conciliation is the interest of all parties, it is the present. We trust, therefore, that a liberal and generous proposition may be made by the proprietors—such an one as the committee may be able conscientiously to recommend to the adoption of their fellow citizens,—and such an one as will promote harmony between the parties and secure the best interests of all concerned.

In conclusion, the committee owe it to themselves to observe, that their own interests, minute and trifling as they are, even if any of them should be disposed to take advantage of the compromise which they hope may be

effected, could not, in the opinion of those who know them, influence their conduct in the slightest degree.

Yours, respectfully,

JAMES BUCHANAN,
ADAM REIGART,
SAMUEL DALE,
REDM'D. CONYNTHAM,
AMOS ELLMAKER,
JOHN F. STEINMAN,
SAMUEL HUMES, Jr.

NO. 6.

Mr. Reigart to the Committee.

Gentlemen,—Your second note of yesterday, was received late last night; this morning I leave for Philadelphia, and will submit your note to my constituents, who I know are disposed to do what may be fair and honorable.

On my return to Lancaster you may expect to hear from me fully.

I am, very respectfully, &c.

E. C. REIGART.

To the Hon. James Buchanan, Adam Reigart, Samuel Dale, Red'd. Conyngham, Amos Ellmaker, John F. Steinman, and Samuel Humes, Jrs., Esqrs.
Lancaster, 3d Sept., 1835.

NO. 7.

Mr. Reigart to the Committee.

Gentlemen,—I have submitted to my constituents your letter of the 2d inst., and am instructed, in reply, to express their gratification at the opportunity which your correspondence affords them of making known their views and sentiments concerning the collection of the arrears of their ground rents. They believe, as I do, that you are mistaken in your impressions of the causes which have led so many of the Lot holders to neglect paying the rents accrued during several years past. It is, we think, a mistake to suppose that there ever was a time when there was not a regular chain of title to the rents, or parties ready and competent to receive them: these parties have always been duly represented by an agent, in Lancaster, except on one occasion, for about a year, in consequence of the death of one of the parties. It may be, that the gentleman who represented the owners of the rents, at the time to which you refer, may have been remiss in his duty in not producing the title by which he claimed to collect the rents, when properly called upon for that purpose. All these matters, however, have recently undergone judicial investigation, before a jury, in the District Court of this county, and before the Supreme Court of the state, and the concurrent decision of both these tribunals, serves to show that the proprietors of the rents are not the parties to be blamed for the delay of the Lot holders to pay their rents. In questioning the correctness of your impressions on these subjects, my constituents have no desire to recriminate the same charges upon the Lot holders. They have the highest respect for the inhabitants of Lancaster, and, while they always regretted the existence of any difference of opinion between them, have always felt assured that the mistake, on the part of the Lot holders, was an honest one, and would be candidly acknowledged by them, when the decision of the Supreme Court should be obtained, as it now has been.

The decision of this Court places it beyond the possibility of future doubt or question, that the rents are recoverable by course of law: But a legal course is the last one to which my constituents would willingly resort. Trusting that such a course might not ultimately be necessary, they have patiently awaited the result of the late proceedings in the Supreme Court: this time being now arrived, there exists no longer any subject for controversy. It is settled that the arrears are due, and the

amount in arrear is in every case ascertained, or easily ascertainable. Under these circumstances, the proprietors of the rents, in the same spirit of conciliation by which they have been hitherto governed, have resolved to institute no legal proceedings before the 1st day of December next; and have resolved to place it in the power of every Lot holder to make an easy arrangement before that day, by which they will be enabled to pay the arrears without any inconvenience or pressure.

I am, therefore, authorised to say, that, to those who come forward before the first day of December next, and pay one year's rent on account of arrears, I am instructed to allow a liberal indulgence in the way of extending the time for payment of the balance of arrears, without interest. It will be expected, however, that in every instance, the person asking such indulgence, will give some personal obligation for the payment of such balance of arrears, by annual instalments or otherwise, according to the circumstances of the party and the amount of arrears. In cases of poor widows, and other poor, helpless, and infirm persons, I have a large discretion, as to treating them with humanity and indulgence. Such cases will be acted upon individually, as they arise, and will invariably be viewed most favorably.

In the same friendly spirit, it may not be amiss to remark, that, if the proprietors of the rents are obliged to resort to legal proceedings in any cases, the law will authorise the recovery of interest on all the arrears. A settlement on the terms above suggested, will therefore have the effect of saving to the Lot holders the interest previous to the 1st December next, on all the arrears of rents; the annual rents hereafter to accrue will of course be punctually paid:—they will be punctually collected in all cases, with due regard, however, to the situation of destitute widows, and poor, helpless and infirm persons. Some of you, who personally know the character of those whom I represent, can unhesitatingly assure our fellow citizens, on your own and my responsibility, that no person will be harshly dealt with.

The extinguishment of the capital of the rents, must, of course, be a matter of special arrangement in the case of each Lot. It would be impossible to discuss the question in a general shape: but my constituents are willing to place it upon an easy footing to the Lot holders. These observations will, it is expected, be received by you as friendly intimations in reply to your communications. The details of arrangement can be made in particular cases as presented.

My general instructions are, to be indulgent to all, and kind and humane to the poor; and I call upon my fellow citizens, through you, gentle men, to meet me in a spirit of conciliation; feeling confident that I shall be able to execute my instructions with satisfaction to my constituents, advantage to my fellow citizens, and with the approbation of my own conscience.

I am gentlemen, very respectfully,

E. C. REIGART.

To the Hon. James Buchanan, Adam Reigart, Samuel Dale, Red'd. Conyngham, Amos Ellmaker, John F. Steinman, and Samuel Humes, Esqrs.

Lancaster, 7th Sep^r, 1835.

EDUCATION.

A very rich man, a citizen of Lancaster county, when the necessity of adopting a system of education for all the people of Pennsylvania, was pressed upon the Legislature, opposed it with great violence, and in his closing remarks, said—"What shall we do for laborers? What shall we do for servants? What shall we do for hirelings, if all are educated?" "In the first place, my friend, remarked one of the company, "pay better wages—in the second place, wait upon yourself—in the third place, work yourself!"—It never was known yet, that a man was less willing to work, be-

cause he could read and write—It never was known yet, that a servant, if you must have servants, made a worse one because he could keep accounts—It never was known yet, that a man made a worse hireling, because he could read for himself the moral lessons which the Saviour left as his legacy to the children of man in the New Testament."

Comment.

A Captain M. whose residence is in Lebanon, arrived in the spring at Marietta, with a load of Pine Grove Coal, consigned to Captain G. While the account of the coal was being made out, Captain G. asked the collector how the School Law was received in Lebanon county? "We are all opposed," was the coal Captain's reply. "We had petitions out against it all over the county, and I rode three days and got more as five hundred signers against it." "Well Captain M.," said Mr. G., "I am sorry to hear so bad an account of my friends in Lebanon: Here is the money for the coal, and here is the receipt, which you will please to sign."—"Bless my soul," replied M., "I can neither read nor write!" "Indeed!" said his astonished friend—"And yet, you, who feel the want of education, yourself, are laboring to prevent, the children of your fellow citizens, and your own children from receiving its benefits."—*Lancaster Journal.*

A LEAD MINE.

The Wells-borough (Tioga Co.) Phoenix of the fifth inst says:—"Major Ezra Long, of Troy, Bradford co. has succeeded in discovering a considerable quantity of Lead ore in Union township in this county. The specimens we have seen are, we think, equal to the best Galena Lead ore. Major Long is confident that he shall be completely successful. No doubt exists that lead to a considerable extent is embedded beneath our soil, as it has already been discovered in three or four places in different parts of the country."

From the Lancaster Journal.

THE SUSQUEHANNA CANAL.

By a semi-official communication, which appeared in the Baltimore American, we are given to understand, that a proposition will be submitted, on the part of the Maryland Company, to the Susquehanna Company, to make the Maryland Canal, from the Pennsylvania line to Port Deposit, to correspond in depth and width, and in the size of locks, with the plan which may be adopted by the Pennsylvania Company, and to bind themselves to impose the same rates of tolls, and as we understand, to be governed by the same rules, as the Susquehanna Company shall adopt. They conclude by observing, that this will be complying with one of the propositions offered for their acceptance.

Whether the concession, as the above offer appears to be considered, will be accepted, depends upon the views which the directors of the Susquehanna Company may now entertain. To put the most favorable construction on the past conduct of the Maryland Company, it must be considered equivocal, and the tardy acceptance now made, after having been refused, in the first instance, certainly leaves the Susquehanna Company at full liberty to receive or reject it, as they may think best for the interests the directors represent. We hope, however, a conciliatory spirit may rise out of this proposition, which will eventuate satisfactorily to both parties.

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HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 13. PHILADELPHIA, SEPTEMBER 26, 1835.

No. 403.

The following Anecdote from the Cincinnati Mirror, we have thought sufficiently interesting to be inserted in our Register, the more so as we have reason to believe that it is *substantially* true, having conversed with a gentleman who held a confidential office under the United States, during the Revolutionary War, and who has told us that from circumstances within his knowledge, but which we are not at liberty to state, he has no doubt of the truth of what is here related, except as it refers to individuals, of which he has no recollection.

AN ANECDOTE OF THE REVOLUTION.

The year 1775 was to the civil, though not to the military councils of America, more rife with doubt and anxiety than those years which followed. The first battles had been fought—the first blood shed; the weapon of death was bared, and the arm nerved to the contest: but it was the child arrayed against the parent, and many a patriotic heart bled at the seeming sacrilege. The petitions and remonstrances of congress and the nation, had been treated with contempt; and it was plain to all men that submission or resistance to the death must thenceforth be the choice. Yet few dreamed of independence, and those to whom the dream did come, started at the dim, gigantic shade. The wise still wished to heal the breach: in the language of one of the public addresses, “though insulted and abused, they wished for reconciliation; though defamed as seditious, they were ready to obey the laws: what more could they say—what more could they offer?”—But reconciliation was daily becoming more difficult; the gulf which sundered America from England was hourly widening; but even when they saw that gulf impassable, there were few who dared think America might stand alone, self-sustained—few who dared believe that she, an infant, could single handed, contend with the Queen of nations, “the mistress of the ocean:” and though to bow the neck and receive the yoke again, was what never entered their thoughts, yet annihilation, if not physically, at least politically and morally, did flit before their eyes, and make them burn in their sockets.

The summer passed, and the melancholy autumn laid her hand upon the forest and field. The enemies of liberty took heart, while her friends shrank from her side. It was in the latter part of November, and even the calm Jay and the fiery Adams trembled for their country, when all were aroused by a message which was sent to Congress, saying that there was a foreigner in Philadelphia, who wished to make to that body a confidential communication of great importance. At first Congress considered it beneath their dignity to notice a private, anonymous message of this kind; but after it had been repeated several times, they at length appointed a committee, consisting of Benjamin Franklin, John Jay, and Thomas Jefferson, to hear what the foreigner wished to communicate. The committee agreed to meet the gentleman in one of the committee rooms in Carpenter's hall.

At the hour appointed, Mr. Jay, with that punctuality

and strict regard to engagement which was as remarkable in him as in Washington, entered the committee room; he found in it an elderly gentleman, lame, and having the appearance of a French officer. The American at once introduced himself as one of the committee who had been appointed to receive the communication referred to. With many thanks for his kindness, the French gentleman began to open his business; but Mr. Jay desired that nothing might be said upon the subject until those associated with him arrived; at his request the officer dropped the subject—but after a little general conversation, again skilfully approached it. It was a maxim of Jay's to separate himself from his enemy: and it was his practice never to commit himself, and particularly upon public affairs, with a stranger: while therefore with that politeness and kindness which he could never be driven to abandon, he continued the conversation, he at once, by taking the lead, passed from America to Europe; and by direct inquiries which could not be evaded, he learned much of foreign matters before his colleagues arrived; thereby making him who had thought to be the receiver, the giver.

At length Franklin and Jefferson appeared, and the committee declared themselves ready to hear the gentleman who had met them.

“My friends,” said the officer, “I have long looked with delight and enthusiasm at this noble people. My heart has yearned to be with them, to consult with them, to do battle with them for the great principles of popular freedom.”

“A demagogue,” whispered Jefferson to Jay with a sneer. The Newyorker made no answer; he was too wise, even at thirty, to think a man of course a demagogue because he used the language that the hypocrite affects to use.

“I have fought,” continued the Frenchman, “for these great principles in my own land; and were I but what I once was, I should be proud to fight for them again in this land, with this virtuous people.”

“Sir,” interrupted Mr. Jay, with that gravity which gave him while a youth, the tone and the manner of age—“we came to hear your communication.”

The soldier bowed as if rebuked, but his eye caught that of Jefferson, and with a Frenchman's tact he read in its glance the spirit of the man. “My communication,” he continued, and he addressed his discourse to the Virginian,—“my communication, gentlemen, shall be made; and if I have rightly guessed the spirit of the sons of this free land, if the master-minds of the South have their due weight in your councils”—(he bowed,) “then will my communication be received with joy: but if the cold and unconfiding councils of the north”—

“Stop, sir,” said Franklin, whose tongue had till then been silent—“we wish no reference to our councils, or our patriots—to your secret, sir, if you please, at once.”

The voice of the sage produced the desired result, and the officer stated that the king of France had heard with pleasure of their struggle for freedom, and stood ready to aid them. “By whose authority do you state this?” said Mr. Jay. The Frenchman smiled, shrugged his shoulders, and drawing his hand across his throat, said, “Gentlemen, I shall take care of my head.”—

"And how shall we be aided?" enquired Jay. "If you want arms, you shall have them; ammunition, it is yours; money you may command at any moment." "All this, my good friend," said Jefferson, "is very well; but from what authority do you speak?" "Even to you, sir," said the Frenchman, bowing, "Even to you, I can only say, I must take care of my head," and once more he drew his hand across his throat: no other answer could be obtained from him, and the interview ended.

The Frenchman was seen no more publicly in Philadelphia, nor was it known who he was, nor whither he went:—the impression of the committee was, that he was a secret emissary from the French court, and on the 29th of November, a secret committee of correspondence was appointed in consequence of that impression. But though this meeting was of some importance to the country directly, its indirect influence was, perhaps, much greater. As Jay and Jefferson went out from the committee room, they met John Adams, who was waiting to hear the result of the investigation.—"Is it all smoke?" said he to Jay,—but before that gentleman could answer, Jefferson exclaimed: "No by my faith, 'tis not smoke: or if it be, what does it prove but that there is fire somewhere? John Adams, France will help us, with men, money, arms, anything." "How so? did he bring letters?" "No, nor would not tell his authority even to me: but I'll see the old man in private, and if we don't make his majesty of France, out of pure hatred to his royal brother of England, cut off the heads of all absolute monarchies, we must be young indeed." "Mr. Jefferson," said Jay, "think a moment before you decide on seeing this man privately. Is it becoming in you, a member of the committee appointed to meet him publicly, to seek a private interview with him?" "Is it becoming?" repeated the proud Virginian, stepping back: "let me ask, in return, if it is becoming in you, my junior, thus to advise me?—I know, sir, what is due my own honor, and my country's." "Be not offended," said Jay, calmly, "you designated the man as a demagogue, and I have much doubt of his honesty; he is, as I know by my conversation with him, previous to your arrival, a close diplomatist."

"And shall I fear his diplomacy? What if he is a demagogue? I could be one myself for a consideration." "I trust not," said Jay: "from Absalom down, there never has been—from this time forth there never can be, an honest demagogue." The face of the Virginian flushed, and perhaps his hand clenched, but he was not a man of war, and before he could speak, Adams took his arm. "What's all this pother?" said the Bayman; "are you quarreling? and at the moment when God has given us hope of deliverance? Shame on you! Here's the way opened to independence; the very aid we needed, given us without the asking; the helm put into our hands, and do you dare have private feuds—personal differences? Why, hot head as I am myself, I could not do that, nor will I see it in another." Mr. Jay at once put forth his hand: "there is no spirit of discord in me," said he, smiling; "I was but seeking to convince Mr. Jefferson that he had better not see this foreigner in private." "Of course not," said Adams. "Mr. Jefferson could not so demean himself." "Gentlemen," replied Jefferson, separating from them, "I scarce know how to construe your language; but in the present condition of our affairs, I wish to make no private feud of consequence enough to be apparent, and I therefore leave you."

"John Adams," said Jay, when they were alone, "that man is with us, and for us, but he is not of us.—I fear,—not his honesty or honor, but his discretion and judgment: he is beyond us, and I think beyond the true line, in respect to liberty:—and mark me, should we go through this struggle triumphantly, and by God's help we shall, Thos. Jefferson and ourselves will be in very different ranks, and I shall look with fear and

trembling to the result of his actions. With the materials of a great and good man, he has imbibed principles which may fester in his bosom till his very excellencies become deadly poisons."

The prophecy of Mr. Jay, was in great part fulfilled; whether his fears were also realized, it is for each one to judge;—but it is worthy of note that Jefferson, piqued at the advice of his associates, *did* seek the Frenchman, who was a disciple of the ultra-French liberals, and was by him made more fully acquainted with those principles which placed him in opposition to Washington, Jay, and Adams, became at length his guiding rules, and through him, to a great extent, the political creed of the United States.

J. H. P.

STEAM TOW BOAT.

Sept. 10.

This afternoon at 4 o'clock, was launched from the ship yard of J. Vaughan & Son, Kensington, the elegant steamboat, *Pennsylvania*. She is intended to ply between this city and the Breakwater, for the purpose of towing vessels, and breaking the ice in winter. Her burthen is 300 tons, having two engines, each of 100 horse power, coppered and copper fastened. We consider this vessel as one, in which the interests, of the whole mercantile community are interested, and as forming a new era in our foreign trade. She belongs to "the Philadelphia Steam Tow Boat Company."—We learn that another vessel will shortly be commenced for this Company.

DANVILLE AND POTTSVILLE RAIL ROAD COMPANY.

To the President of the Danville and Pottsville rail road company.

Sir,—I have the honor to hand you for the information of the Board, the following statement of the present condition of the work:—

Since the date of my last report to the company the grading and masonry on the western division of the road have been completed, as well as the superstructure of the bridges, with the exception of the two across the Shamokin next to Sunbury. These last have been delayed, in consequence of the failure of the timber contractor to deliver in season some essential portions of his bill. The deficiency has been lately supplied, and these bridges may now be expected to be completed in the course of three or four weeks.

Agreeably to the instructions of the members of the Board then in Philadelphia, a contract was made on the 31st of July last, for the iron, spikes, and end-plates necessary for the superstructure of fourteen miles of road next to Sunbury.

The iron has been already shipped to Sunbury, and the sills and rails for the whole of the western division of the rail road had been previously provided, so that no delay will probably arise in laying down the fourteen miles of superstructure, which I have been instructed to place under contract. It is presumed that it will be completed at any rate in all this year, and that it may be used for the transportation of passengers on, or before, the first of January next.

The grading of the portion of the rail road on the eastern division next to Mine run, which at the date of my last report it was announced had been contracted for, is also now completed, and the sills and rails and keys for this portion of the road are also delivered.

The transportation of coal on the eastern division, it is known to the Board, was delayed in consequence of the failure of an imperfect shaft at the Mahanoy Plane, which was not replaced until early in July. Since then about twenty-eight hundred tons of coal have been conveyed over the road and shipped to this city. The

transportation of this quantity over the planes has enabled us to test them completely, and they have answered in every respect all our expectations. With the exception of the failure above mentioned, which was ascribable entirely to the use of inferior metal, and a bad arrangement of the pattern in casting by the founder, no accident of any kind has occurred.

On the western division of the road, it seems to be almost unnecessary to lay down the superstructure between the crossing of the centre turnpike and the coal mines, until some accommodation shall have been obtained for the coal trade at Sunbury. The Board will probably deem it expedient to present an application on this subject to the next Legislature. If an appropriation should be made by that body to effect at this point a connection with the Pennsylvania canal, by means of a guard lock and basin, there can scarcely be a doubt that in a short time an active trade would exist on this portion of the Rail Road.

Agreeably to the instructions of the Board, surveys have been made with a view to the construction of the Rail Road between Mount Carbon and Port Clinton.—The estimates of the cost of the same are not completed, but the distance it is ascertained will be less than by either the turnpike or canal; and the cost per mile will certainly be much less than that of a rail road along any other portion of the valley of the Schuylkill, of equal extent.

All which is respectfully submitted.

M. ROBINSON, C. E.

Philadelphia, Sept. 10th, 1835.

From the Pittsburgh Gazette.

ST. CLARE NUNNERY.

We publish to-day the article from the Times, which was referred to yesterday, and have added two notes, as corrections or rather modifications of passages in the statement. These notes were added at the suggestion of a gentleman who was well acquainted with the occurrences.

Suppression of the St. Clare Nunnery at Pittsburgh.

We propose to state every thing that is necessary to give the public a fair view of this matter. Very erroneous accounts are circulating widely, even in the remotest parts of the Union; while it has been the source of many unjust reflections—a fountain of bitterness amidst the society of this city. We are utterly incapable of dragging private individuals before the public for useless exposure—and particularly defenceless women.—Our wish is, not to wound but to relieve—and in doing this it is necessary to show what the infiction has been. The Times has been the only paper called upon by remote editors; and we shall not forfeit their confidence in our “fearlessness,” nor our own claim to truth and liberality.

Both the nuns and Priest O'Reilley have been wronged undoubtedly, in regard to the main point of the rumor, and we at first noticed the matter only to express our belief in their innocence; but were provoked at the very injudicious eagerness with which suits were entered; apparently to arrest all scrutiny and remark; and the still more obnoxious appeal of Mr. O'Reilley to the public, attempting to excite prejudices against the adversaries he was making to himself. All this seemed to forfeit that claim to a newspaper acquittal which we would otherwise have freely conceded to him and to the nuns.

Bishop Peter Richard Kenrick of Philadelphia has officially and truly stated that the St. Clare nuns were under censure for disobedience to their superior, and their removal, or the suppression of the establishment, was the consequence of their persistence in that diso-

bedience. Let us add the particulars. The Superior they disobeyed was Frederick Résé, Bishop of Detroit, Apostolic vicar of a certain District of this new world, and dispenser of the charities of the Austrian Leopold Foundation for the United States—a very authoritative personage no doubt.

A female came about last January to be admitted a member of the St. Clare nunnery, but she was rejected by the lady Superior. She had been a member when the establishment was on Grove Hill; but had to quit it on account of a rumor which, whether true or untrue, went near to ruin the whole concern as a public school. Most people in Pittsburgh will recollect the case; but she had been since in Michigan or in quarters unknown, and came without any order to be accepted again.—Failing in the first attempts, a peremptory order from Bishop Résé was obtained, but the nuns here, for scruples of conscience, or of reputation, or concern for their school, or all combined, still refused to admit the obnoxious sister.

When that sister came here 7 or 8 years ago it is said she was in men's attire, and accompanied by a priest—if so, that circumstance should have then excluded her from any institution intended for the education of girls; and this opinion we believe Bishop Kenrick has himself expressed.

Her character we do not pretend to judge, but it was exceedingly objectionable in the eyes of the Superior; and the most probable, as well as most excusable, account of the matter was, that she was sent here with the purpose of breaking up the establishment, and compelling the nuns all to remove to Michigan. It is understood to have been Bishop Résé's intention for some time to have discontinued the nunnery here, to place its inmates at Detroit;—and why they disobeyed him in regard to that plan, is a matter not yet explained.

The agents appointed by the Bishop to execute his plan were the two Roman Catholics mentioned in Mr. O'Reilley's note; and though they seemed to have adopted a cruel procedure, we have no reason to suppose that it was from malice, or that they exceeded their instructions.

These agents set up a claim against the nuns that the houses, lands, &c., of their establishment belonged to Bishop Résé, and the chattels to the lady Abbess at Detroit; and possession of the whole was demanded and refused. A system of intimidation and vexation was then adopted towards the nuns, part of which was the oft repeated attempt of forcing the stray nun into their community. *Another part of that system—or certainly in connection with it, was the rumor charging some of the nuns with unchastity. It was mentioned by one of those Roman Catholic agents of Bishop Rese, who said he had it from another Catholic, alledging that that person heard it from a protestant—so far however we have not been able to trace it beyond the agent, who stated it to the physician in attendance at the nunnery, and to a protestant parent who had a daughter at the nunnery—assigning it as a reason why the girl should be removed.**

An individual nun was even indicated to whom the rumor was pointed; so that a suit could be laid in the case: and if suits had been brought against the originators of the rumor, instead of going out, vindictively as we thought, to catch persons in the protestant community who were retailing the rumor, it would have looked more like a disposition to have justice, instead of revenge; and if no suits had been instituted at all, it was a plain case, where the press could have effectually established the innocence of the nuns and Mr. O'Reilley: Instead of which the whole country is filled with revolt ing rumors against them.

Mr. O'Reilley, instead of being on a footing of impro-

* A Protestant was advised by the agent to remove his daughter before the scandal was talked.

per intimacy with those nuns, maintained a rather hostile attitude; having taken part with Bishop Résé in the matter: so that although he was no doubt innocent of the charge imputed to him, yet the ungallant part, to say the least of it, which he acted towards those distressed and helpless women, carried a kind of moral fitness in that retribution which brought the poisoned chalice to his own lips.

The contest between the nuns and the agents of the bishop lasted until the beginning of July, during which time an appeal against the bishop's order was pending before the papal court; having been submitted by the nuns through their officiating priest Van de Wyer, who lived in the nunnery. However they were not allowed to wait for the Pope's decision. The bishop's agents being perhaps unwilling to exercise the necessary amount of authority of harshness to drive the nuns away, his Apostolic vicarship, was obliged to come himself and end the dispute. An action of ejectment was entered against the nuns—at least they were told so; but without waiting for the law's delay, the bishop went and turned them out of doors to seek a new abode wherever they could find one.*

This is an affair which is represented as having been the work of a protestant mob—and as for the idle tale about a living infant, and a repository of infant's bones, said to have been found, we believe it is without the slightest foundation. Yet it happened that a dead infant (since claimed by Mr. Shiel) was mysteriously carried at night over the Alleghany bridge, to be interred at the Roman Catholic burying ground, just as the rumors we have referred to were getting into general circulation. The foolish mistification and lies resorted to in regard to that infant, caused intense suspicions; and in fact produced a general public excitement. The whole affair was connected with the breaking up of the nunnery; and the absence of Mr. O'Reilley involved his character in the catastrophe.

In all quarrels there is ground for censure somewhere—and we presume not in this case to decide where. That disobedience in the nuns which consisted in refusing to admit the obnoxious nun, under all the circumstances (even supposing her to be the innocent victim of rumour) was an act of heroism which public sentiment would sustain; but the refusal to remove to Michigan, if it concerned the public at all, would need explanation.

Not knowing the hidden springs of the bishop's policy, we see only the revolting fact of an alien church dignitary crushing helpless women; dispossessing them, without the forms of law, of that home and property to which they had clearly the legal right of possession, by a course of procedure which involved, whether intentionally or not, the temporary havoc of their characters.

We have now given what we regard as the true view of the case: we have done this to mitigate, not to exasperate scandal; and as we have not a shadow of unfriendly personal feeling towards any of the persons concerned, we shall correct any error, if there is any, in our account—presuming that no request relative to it will be sent, without being expressed in gentlemanly language.

"THE SISTERS OF ST. CLARE," PITTSBURGH.

To the Public.

The ejection of the community known as the "Sisters of St. Clare," from their residence on the hill, near this city, having taken place when evil reports respecting them were prevalent, conveyed the impression that censures from their superior, with expulsion

* The bishop was here when the obnoxious nun was forced in, but it was after he left here that the community was forced out by his agents.

from their habitations, were caused by some moral delinquency, such as rumor had charged upon them. The statement which bishop Kenrick, with great propriety, has recently made, will remove this impression from the public mind.

As physician at the seminary for the last two years, some persons have perhaps reasonably enough supposed, that my knowledge of its affairs might serve, in some measure, to affirm or disprove the charge so very freely made against the persons residing there. The mere possibility that my continued silence might, in the least degree, add to the force of unfounded rumor, will excuse me, with an intelligent community, for sustaining as far I can, with truth, the claims of injured persons. During my attendance for the time mentioned, embracing numerous visits, and treatment of all descriptions of persons in the house, I had not at any time cause to believe that they had violated the obligations of morality, as charged upon them by rumors, or in any other way for which they should incur the public censure, as they seem to have done. Until harsh measures were taken to suspend the institution, (which were certainly opposed with some feeling by its members,) I witnessed nothing there inconsistent with general good order.

What portion of the rumour above referred to, originated (without design of course,) in the disorderly steps taken to destroy the seminary, and remove the persons who conducted it from their habitation, it is impossible to say with certainty. But it is unfortunately too true, as a general fact, that spoliation of goods, and loss of reputation, go hand in hand, and not unfrequently the one gives sanction to the other.

The name of the Rev. Mr. O'Reilley has been used in the almost indiscriminate clamor respecting the "nunnery." It is right this injured gentleman should have the benefit of what I have known. I believe he was seldom there, and was certainly not among its friends. The Rev. Mr. Van de Wyer, a worthy old gentleman, (so far as I know,) resided in a remote wing of the building, and was chaplain of the community for the last two years, and perhaps longer. If any one is held responsible for the spiritual oversight of the house, he should and may be so considered. I mention this fact as well for its truth and just application to the subject, as to show the blindness of rumour, which fortunately for character, selects for its victim, the one best shielded from its power. General rumor has amplified itself on this entire subject without judgment, with little mercy, and in my opinion, (founded on some knowledge of facts,) with no truth to guide it in its aspersions on personal character. In conclusion, I had no objection to the removal of the institution, but not for the reasons assigned. The resistance, by the members, of their provincial, which has forfeited to them his protection and their home, was an act of self-defence highly praiseworthy.

H. D. SELLERS, M. D.

August 1, 1835.

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Thursday evening, Sept. 10, 1835.

SELECT COUNCIL.

The President presented a communication, signed by sundry citizens, requesting that the curbing and paving of Smith's alley may be delayed, until said alley is opened to Chester street. Referred to Committee on Paving, with power to act.

Mr. McCreedy offered the following resolution, which was agreed to.

Resolved, That the City Commissioners, under the direction of the Paving Committee, be and they are hereby authorised to have Girard street paved.

Common Council concurred.

The bill from Common Council, for the erection of a Market House in High street west of Broad, was taken up for consideration, on motion of Mr. Price.

The question being taken on the first section by ayes and nays, the ordinance was negatived by the following vote: Ayes—Messrs. Lewis, Lippincott, McCreedy, Price, 4. Nays—Keating, Meredith, Wetherill, Weigand, 4.

COMMON COUNCIL.

In the absence of the President, Mr. Chandler was called to the chair.

Mr. Yarnall, from the Committee on Markets, made a report on the petitions complaining of the operations of the market ordinance, with an ordinance relating to the same, which was taken up for consideration and agreed to. Select Council concurred.

Mr. Hutchinson, from the committee to whom the subject was referred, made the following report, the resolution attached to which was agreed to, and concurred in by Select Council.

The committee appointed to inquire in the expediency of making more suitable accommodations for the following city officers, viz: City Treasurer, City Recording Surveyor, and Treasurer of the Girard Trusts, and also for the different committees of Councils report:

That early attention was given to the subject referred to them, and in the examination it was apparent that a great convenience would arise to the corporation and to our citizens in the transaction of public business if more suitable accommodations could be made for the officers and committees as mentioned in the resolution. The existing arrangement is as follows:

The City Treasurer occupies the corner room, first floor of the City Hall, which is too small to admit of additional Fire Proof Closets, the same having become necessary for a proper arrangement of the books and papers under his charge.

The office of the City Recording Surveyor is at his private residence, where, by the ordinance of February 2d, 1835, he was authorised to move from the room in the north-west corner, 2d floor, of the City Hall, all the books, maps, papers and documents appertaining to the Surveyor, or Regulator's office, until Councils should otherwise direct.

The Treasurer of the Girard Trusts occupies the first floor of one of the valuable buildings of the Estate, on Chesnut street, east of Fifth street; and for want of a fire proof, he is obliged daily to remove the most valuable books and papers to a neighboring bank.

No suitable place is provided for the meetings of the Committees of Councils; they are therefore held in the several public offices, frequently with much inconvenience.

The peculiar location of the offices which occasioned the appointment of this committee, induced them to come to an early decision as to the absolute necessity of furnishing relief; but the difficulty of finding a suitable site upon which a building could be erected, affording suitable accommodations, was greater than had been anticipated, the vacant lot on the east side of Fifth street, north of Chesnut street, a part of the Girard Estate, was the only location that appeared suitable; and your committee procured the plan and estimate of a plain building, calculated to afford the needful conveniences required for the Treasurers, Surveyor and Committees; and the same would have been long since submitted to the consideration of Councils, had not the pending difficulty as respects the title of the ground prevented, and as the said title is under a judicial investigation, subject to the delay and uncertainty of the law; your committee have been compelled to abandon their views on this point for the present.

Other propositions were duly considered without producing any satisfactory result, and your committee

have been willing to defer a further consideration of a permanent location, from a strong impression that the time is not distant, when the attention of our citizens will be directed to the erection of a building, which will furnish ample accommodation for all the city officers; and at the same time be a useful ornament to our city.

The increasing trade of the Schuylkill, and the extension of buildings west of Broad street, furnish strong evidence in favor of the site for the erection of a City Hall, as designated by the wise founder of our city, on one section of Penn Square.

That the increasing population of the western portion of our corporation limits, will urge their claims for the transaction of the public business more central, cannot be doubted; and in the anticipation of such a result, your committee are of opinion, that the City Treasurer and the Committees of Councils, must continue with their present accommodations.

The Commissioners of the Girard Estates, being authorised to occupy any suitable building belonging to the estate for the purpose of conducting the business, the providing more suitable accommodations for the Treasurer of the Funds, would probably come under their direction.

The remaining office is that of the Recording Surveyor, and your committee have been at some loss to reconcile any good cause which influenced Councils in 1825, to authorise the removal of those important public documents from the City Hall, to the private residence of the Recording Surveyor.

The high confidence reposed in the Recording Surveyor at the time this change was made, and the continued deserved confidence that is reposed, has permitted this important subject to rest upon its present inconvenient arrangement for the public.

In the event of the decease of the present efficient officer, it must be evident that great difficulty will exist in a proper understanding of the valuable public property now in his charge; with this view the committee would recommend a change that would be calculated to serve greatly the public convenience.

For the present, a suitable building could be rented, secured from fire, in which the Recording Surveyor's office could be established, and the same building could probably accommodate the Treasurer of the Girard Trusts.

Your committee therefore offer the following resolution:—

Resolved, That the special committee on more suitable accommodations for the city officers, be and they are hereby authorised to rent a suitable building, and have the same prepared with sufficient fire proof closets, under the advice and assistance of the City Recording Surveyor; and when suitably prepared, to have all the maps, papers and documents appertaining to the Surveyor and Regulators of the city removed thereto and suitably arranged.

Philadelphia, Aug. 10th, 1835.

JAMES HUTCHINSON,
RICHARD PRICE,
L. LAMB,
JOHN P. WETHERILL,
JOSHUA LIPPINCOTT,
JOS. R. CHANDLER.

Committee.

Dr. Paul, from the committee on City Hall and State House, to whom was referred the petition of Thomas Downing, asking an increase of pay, make a report favorable to the petition, with a resolution directing his salary to be increased to 25 dollars per month. Agreed to. Select Council concurred.

Mr. Wright, from the committee on accounts, made a report on the accounts of the city commissioners and city clerk, and also on the bill of Isaiah Lukens, for sundry repairs done to the clock at St. Augustine's chapel—the same being found correct.

The ordinance providing for the erection of a market

house in High street, west of Broad, was taken up for consideration, on motion of Mr. Yarnall, considered and passed.

The ordinance relating to the pay of the city watch, was taken up on motion of Dr. Huston, considered and agreed to.

Common Council then took up for consideration, the ordinance for auditing and controlling the expenditures of the city, the debate on which was not concluded when Council adjourned.

—
Thursday evening, Sept. 17.

SELECT COUNCIL.

Mr. Wetherill presented a petition for repaving Black Horse alley. Referred to paving committee.

Mr. McCreedy a petition, numerously signed, for an additional market house in High, west of Broad street. Referred to the market committee.

Mr. Price a petition from Philip Banks, one of the city watch, praying for compensation during the time he was suspended from duty by the Mayor. Referred to committee on lighting and watching.

The President presented a communication from Wm. Corfield, attorney of Dr. R. M. Mears, in relation to a water right owned by the latter, in the vicinity of Girard College. Referred to the building committee of Girard College.

Mr. Wetherill, from the committee on Fire Companies, made a report on the state of the fire apparatus of the city, which is spoken of in the highest terms of praise. From this report it appears that the number of Engine Companies is 13, Hose Companies 14—number of active members of the several companies 1258, honorary members 853. The total amount of hose possessed by all the companies is 22,170 feet equal to 4½ miles. Appended to the report was an ordinance appropriating the sum of \$8,100 to the fire apparatus, being \$300 to each company; also, a resolution, declaring that the present number of fire companies is amply sufficient for the protection of the city—both of which passed Select and Common Council, by an unanimous vote.*

The following resolution, offered by Mr. Keating, and adopted at the last meeting of Councils, was omitted in our last report.

Resolved, That the committee on markets be instructed to enquire and report whether a suitable location for a market west of Broad street, may not be obtained on reasonable terms, without encroaching upon the public streets.

COMMON COUNCIL.

In the absence of the President, Mr. Chandler was called to the chair.

Petitions, in character similar to those noticed under the head of Select Council, were presented by Mr. Gilder, Warner and Wright, and referred to the appropriate committees.

The Chair presented a petition from persons occupying stands in the Second street market, for the sale of county produce, praying for an alteration in the Market ordinances. Referred to the market committee.

Mr. Williams, from the special committee appointed to make arrangements for the eulogy on the late Chief Justice Marshall, by the Hon. Horace Binney, made a report stating that Thursday, 24th inst. and the Musical Fund Hall, had been fixed upon as the time and place for the proposed oration. Appended to the report was a resolution requesting the members of both Councils to meet at the City Hall, at 10½ o'clock on the

morning of the 24th inst. for the purpose of proceeding in a body, with their fellow citizens, to hear the eulogy pronounced. The resolution was agreed to, and concurred in by Select Council.

Council resumed the consideration of the Ordinance for auditing and controlling the city expenditures, and the same having passed through its several readings, and received various amendments, was finally passed.

Mr. Gilder called up for consideration the ordinance granting permission to Michael McMackin to lay an iron pipe from his premises in Pine street to the public sewer. Read three times and agreed to. Select Council concurred.

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 158.)

CHAPTER VI.

Abrogation of the Charter of the College by the Pennsylvania Legislature.

I have before alluded to the suspension of the duties of the College, in consequence of the occupation of Philadelphia by the British army, and to their resumption immediately after the city was evacuated. The schools were closed in the month of June, 1777, and were again opened in September of the following year. The institution, however, had been but a short time in renewed operation, when it experienced, in the disposition of the prevailing political party and of their representatives in the legislature, an hostility much more injurious to its interests than the presence of the enemy. The causes of this hostility it is difficult, at the present time, exactly to understand. The provost, who, from his long and very important services, and the successes with which his exertions had been attended, was, in the public estimation, almost identified with the school itself, had, by his attachment to the proprietors, in their former disputes with the legislature, rendered himself highly unpopular with a numerous party before the war; and his foreign birth, his clerical office in the English church, the honours he had received from the royal university of Oxford, and the favour in which he stood with men of high station in Great Britain, were circumstances which, as they might naturally give his partialities a direction towards the mother country, tended no doubt, at the commencement of the revolution, to increase the enmity of those who were attached to the cause of independence. Among the trustees of the college, also, were many who were known to be unfavourable to the new order of things, some of whom indeed had left the country and openly joined the enemy. When to these considerations we add the fact, that the institution had been fostered by English liberality, had been largely endowed by the proprietors, and had even enjoyed the smiles of the king, while from the legislature of the colony it had experienced only neglect, we can feel no surprise that it should have been suspected of a strong attachment to the royal interest, and therefore regarded by many with feelings of unkindness and distrust.

But whatever may have been the inclinations of those in whom the direction of its affairs resided, no public act had been committed which could afford ground for offence. On the contrary, care was taken to cultivate the good will of the new authorities; and at the commencement which succeeded the first assemblage of the continental congress in Philadelphia, the delegates, by the invitation of the trustees, proceeded in a body from the State House to the college, and thus gave it a strong testimony of their approval.

To guard still further against the effects of that political excitement which, there was reason to fear, might be directed fatally against the institution, it had been provided by those interested in its favour, that the sanction of positive law should be brought in aid of its other claims to the respect at least, if not to the support of the

*For Report on Fire Companies, see next Number.

citizens. In the summer of 1776, while the convention of Pennsylvania was engaged in framing a constitution for the government of the commonwealth, Dr. Smith, having assembled at his house a few gentlemen connected with corporate bodies, proposed that they should endeavour to procure the insertion in the constitution of an article, securing the inviolability of chartered rights. Such an article drawn up by Dr. Smith, was approved by the meeting; and Dr. Franklin, who was present, undertook to procure its adoption by the convention, over which body he presided, and in the councils of which he was known to possess considerable influence. Hence originated that clause of the constitution of 1776, which secured to all societies "incorporated for the advancement of religion and learning, or for other pious or charitable purposes," the enjoyment of those rights and privileges of which they were possessed under the former laws of the commonwealth. But, to use the language of the venerable Bishop White, who was one of the gentlemen assembled at Dr. Smith's, and from whom the above account was derived, "the event showed of what little effect are provisions put on paper when they interfere with the views of a dominant party in politics."

The first symptom of any disposition in the public authorities to interfere in the concerns of the college, was exhibited in a vote of the general assembly, in the month of February, 1779, directing an inquiry into the rise, design, and condition of the institution, and appointing a committee for this purpose, with the customary powers to send for persons and papers. In answer to questions proposed by this committee, a long paper was, at the desire of the board, drawn up by Dr. Smith, which was inserted in the minutes, and contains an ample account of the origin of the school, the motives and principles of its establishment, the success which had attended its efforts, and the state of its affairs at the time of the investigation. From this paper many of the details of the present history have been derived; and it will be readily judged, by those who may have perused the preceding statements, that nothing but a predetermined resolution to admit of no justification would have resisted the plain evidence of the facts which it advanced in favour of the college. Nor is it impossible that some impression may have been produced by it upon the minds of the members of assembly; for either on this account, or from the press of more important business, an adjournment of the legislature took place, without any decision on the subject. — But the fate of the institution was only postponed for a few months. At the opening of the next session, in the month of September, its affairs were again brought before the legislature in the message of Mr. Reed, president of the executive council. The obligation of the oath of allegiance to the king of Great Britain exacted by the charter; an indisposition on the part of the trustees to seek the aid of the new government for an establishment consistent with the principles of the revolution; and a general inattention, in the management of the school, to the interests of this government, were alleged in the message as reasonable grounds for legislative interference; and the lawfulness of such interference was maintained upon the principle, that, in the revolution of states, it becomes not only allowable, but necessary, so to modify pre-existing corporations, whether civil, literary, or religious, as to bring them into harmony with the new political arrangements.

Unfortunately for the college, Dr. Franklin, who was one of its most influential trustees, was now absent in Europe; and the activity of its enemies, which might have been restrained by his presence and authority, was allowed full scope to display itself. The assembly seems not to have required the instigation of the president to sharpen its animosity, or to invigorate its proceedings; for with a precipitation unusual in a matter so important and so little requiring haste, a law was enacted, abrogating in fact the former charters granted by the proprietors, and removing from their

offices in the institution, the trustees, provost, vice-provost, professors, and all others attached to it by any tie of authority or dependence. It is true that a preparatory committee was appointed; and, when the charges were brought before the house, the trustees were allowed to appear by council in their defence: but the committee seems to have been chosen rather to search for matter of accusation than to investigate the truth; and it was but a show of justice to hear the representations of the accused, when the resolution was already firmly taken to disregard them.

The charges brought forward by the committee in their report, from which two out of their number were sufficiently conscientious to express their dissent, were chiefly the following:—that an oath of allegiance to the British government was, by the charter, a necessary prerequisite to any official act; that several of the trustees, having joined the British army, stood attainted as traitors, and others had not, by taking the test, qualified themselves legally to fulfil the duties of their office; that the corporation had shown in its conduct an evident hostility to the government and constitution of the state; that its funds were utterly inadequate to the proper support of a seminary of learning; and finally, that the original and fundamental principle of the college, by which it was bound to afford perfect equality of privileges to all religious denominations, had not been fully maintained.

The frivolity of these charges will be rendered evident by the slightest examination. The oath of allegiance demanded by the charter was abrogated by the revolution, with all other oaths which connected the provinces with the mother country. The political conduct and opinions of individual members of the board could operate only to their own disfranchisement, not to the injury of those who remained, nor to the destruction of the corporate rights of the whole body. The alleged hostility of the corporation to the government and constitution of the state was a matter altogether of feeling, and could not be proved by any public or private act of the body accused. A careful examination of the minutes of the board will on the contrary evince, that care was taken to avoid all political interference; and submission to the laws enacted by the new government should have been accepted as a sufficient evidence of allegiance, without an invidious and inquisitorial examination into private feeling and opinion. The inadequacy of the funds to the proper support of the school, though an excellent reason for legislative assistance, certainly afforded no excuse for taking away the little of which it was already in possession. The last accusation, that of religious partiality, was the most serious; as it involved a violation of the fundamental laws of the institution, an evident departure from the intention of the founders, and an infringement of those conditions upon which the contributions of the benevolent had at different periods been so largely obtained. Accordingly, this was the only charge which the legislature thought proper to countenance by adoption into the preamble of their act; and upon this, together with their general right of controlling the operation of seminaries of learning, derived from their beneficial or injurious influence, according as they are well or ill conducted, over the peace and welfare of society, they grounded their proceedings in the present case.

The following are the first two sections of the act:—
"Whereas the education of youth has ever been found to be of the most essential consequence, as well to the good government of states, and the peace and welfare of society, as to the profit and ornament of individuals, insomuch that from the experience of all ages, it appears that seminaries of learning, when properly conducted, have been public blessings to mankind, and that on the contrary, when in the hands of dangerous and disaffected men, they have troubled the peace of society, shaken the government, and often caused tumult, sedition, and bloodshed: And whereas the college,

academy, and charitable school of the city of Philadelphia, were at first founded on a plan of free and unlimited catholicism; but it appears that the trustees thereof, by a vote or by-law of their board, bearing date the *14th day of June, in the year of our Lord one thousand seven hundred and sixty-four*, have departed from the plan of the original founders, and narrowed the foundation of the said institution. Be it therefore enacted, &c."

Now from an examination of the minutes of the board of trustees on the day referred to, so far from discovering any vote or resolve which, by the severest construction, would give the least countenance to the charge of "narrowing the foundation" of the college, we find abundant evidence of a determination on the part of the board to "adhere strictly to the faith pledged to all religious denominations."

Dr. Smith, on his return from England, after having completed the great collection in that country, brought with him a letter to the board, signed by the Archbishop of Canterbury, by the proprietors of Pennsylvania, and by Dr. Chandler, the object of which was to represent to the trustees, the propriety of adopting "a fundamental rule or declaration," binding themselves to preserve inviolate, the original broad and liberal plan of the seminary, and thus preventing those unpleasant jealousies and contentions, which could not but spring from a suspicion of undue partiality to any one religious sect.* The sentiments of the letter were approved by the board, and a declaration of the nature desired having been drawn up and inserted in the minute book, was signed not only by all those who at that time filled the office of trustee, but afterwards, in compliance with a

* The following is the letter alluded to:—

To the trustees of the college, &c. of Philadelphia.

Gentlemen,—We cannot omit the opportunity which Dr. Smith's return to Philadelphia gives us of congratulating you on the great success of the collection which he came to pursue, and of acknowledging your obliging addresses of thanks to us for the share we had in recommending and encouraging this design. Such a mark of your attention to us will, we doubt not, excuse our hinting to you what we think may be further necessary to a due improvement of this collection, and the future prosperity of the institution under your care.

This institution you have professed to have been originally founded and hitherto carried on for the general benefit of a mixed body of people. In his majesty's royal brief, it is represented as a seminary that would be of great use "for raising up able instructors and teachers, as well for the service of the society for propagating the gospel in foreign parts, as for other protestant denominations in the colonies."

At the time of granting this collection, which was solicited by the provost, who is a clergyman of the church of England, it was known that there were united with him a vice-provost who is a Presbyterian, and a principal professor of the Baptist persuasion, with sundry inferior professors and tutors, all carrying on the education of youth with great harmony: and people of various denominations have hereupon contributed liberally and freely.

But jealousies now arising lest this foundation should afterwards be narrowed, and some party endeavour to exclude the rest, or put them on a worse footing than they have been from the beginning, or were at the time of this collection, which might not only be deemed unjust in itself, but might likewise be productive of contentions unfriendly to learning and hurtful to religion; we would therefore recommend it to you, to make some fundamental rule or declaration to prevent inconveniences of this kind; in doing of which, the more closely you keep in view the plan on which the seminary was at the time of obtaining the royal brief, and on which it

clause of the declaration itself, by every new trustee after his election, and before he could be admitted to a seat at the board.* In their answer to the Archbishop, copied into the minutes of June 14th, 1764, the trustees, after expressing their thanks for his attention to the prosperity of their school, and announcing their compliance with his advice, take occasion to observe, that they should always evince towards the national church every mark of regard consistent with their faith pledged to other religious denominations, and with that plan of Christian liberty upon which the institution was founded. A similar sentiment is expressed in their letters to Dr. Chandler and the proprietors, also copied into the minutes of June 14th; and in no other part of the minutes of that date, except in the joint letter and document above alluded to, is any reference whatever made to difference of religious persuasion. Upon the passages here referred to, the legislature must have rested their accusation; and a more striking instance could hardly be offered of that blindness and perversion of judgment to which the best men are liable, when under the influence of violent political excitement.

But even admitting that the legislature might have had cause of dissatisfaction in the management of the seminary; admitting also that, during the struggles of a great revolution, the government has a right to modify pre-existing chartered institutions, so as to bring them into perfect harmony with the new order of affairs; yet, in the present case, the right to such interference was expressly denied by the very instrument by which the government itself was created, and continued to hold its exis-

has been carried on from the beginning, so much the less cause we think you will give for any party to be dissatisfied.

Wishing continual prosperity and peace to the institution, we are, with great regard, &c. &c.

THOMAS CANT.

THOMAS and RICHARD PENN.

SAMUEL CHANDLER.

London, April 9th, 1764.

* This document is interesting, both as it disproves the charge of religious partiality, and as it presents, in the signatures affixed to it, a complete list of the trustees at the time of its insertion in the minutes, and of those who afterwards became trustees, with the date of their election, down to the period when the college was finally incorporated with the University. It is as follows:—

"The trustees being ever desirous to promote the peace and prosperity of this seminary, and to give satisfaction to all its worthy benefactors, have taken the above letter into their serious consideration, and perfectly approving the sentiments therein contained, do order the same to be inserted in their books, that it may remain perpetually declaratory of the present wide and excellent plan of this institution, which hath not only met with the approbation of the great and worthy personages above mentioned, but even the royal sanction of his majesty himself. They further declare that they will keep this plan closely in their view, and use their utmost endeavours that the same be not narrowed, nor the members of the church of England, or those dissenting from them (in any future election to the principal offices mentioned in the aforesaid letter) be put on any worse footing in this seminary than they were at the time of obtaining the royal brief. They subscribe this with their names, and ordain that the same be read and subscribed by every new trustee that shall hereafter be elected, before he takes his seat at the board."

RICHARD PETERS, President, &c.

It should be observed that the joint letter referred to, and this document, are both inserted in the minutes of June 14th, 1764, the date alluded to in the preamble of the law.

tence. The constitution of 1776 was then the supreme law of the land; and in this constitution a clause had been inserted with the express purpose of affording protection to the college, and other literary and religious corporations in the state. The tribunals of justice were open to the government as well as to individuals, and for any illegal proceedings, the trustees might have been prosecuted in the regular way, with a certainty of conviction. The mode adopted by the legislature evinced their sense of the weakness of their cause; and their decision, so far as we have the means at present of forming a judgment, was accordant rather with the spirit of despotism, than with that justice and moderation which should characterize the representatives of a free people.

(To be continued.)

The following very interesting article appears in the Register of to-day, simultaneously with its appearance in *Waldie's Port Folio*, for which it was originally furnished. We are indebted to the politeness of the Editor of that paper, for the number containing the article, in advance of the regular day of publication.

[From the Port Folio.

NOTES FOR A HISTORY

OF

THE LIBRARY COMPANY OF PHILADELPHIA.

The following notes were thrown together some time since by the Editor, who is also Librarian to the Institution whose career he has attempted to trace, with no intention of publication, but merely for his own amusement. As the company is now on the point of issuing a classified catalogue of their books, prepared at infinite cost of time and labour, the present may be considered an appropriate moment for printing and thus preserving the memoranda. By tracing the Library from its first humble commencement, members of other incipient literary institutions may possibly be stimulated to perseverance in their management; a small yearly accumulation of books creates in time a large library, as

“Great oaks from little acorns grow.”

More than a century may be said to have elapsed since the first idea of establishing a public library in the city of Philadelphia was agitated, and as considerable interest has been expressed to learn accurately the early history of the institution now under consideration, I have employed some research, and considerable time, in throwing together the following notes.

The time is coming when the history of our public institutions will be sought after with avidity, and it may arrive when their records will be lost or destroyed; it seems to be therefore a duty we owe to posterity to preserve in some suitable manner an account, to which the antiquarian may refer in the absence of other data, and the period of a century will not be considered as too early to commence the task, particularly of an institution which continues to maintain the first stand among the literary establishments of the United States, and which has numbered among its members our most respectable citizens, and has on its list of directors the names of Franklin, Rush, T. Godfrey, Charles Thomson, John Dickinson, Binney, Sergeant, Chauncey, &c.

Fortunately for our purpose, the early records of the Library Company of Philadelphia have been preserved with a care commensurate with their value, and I shall have frequent occasion to quote from the volumes of the minutes of the directors, carefully “collected, copied and continued by Francis Hopkinson,” for a long peri-

od their secretary and a devoted friend of letters.—These minutes he has recorded from the particular and graphic copy made by Joseph Breintnall, the original secretary whose first entry is in the following words, viz:

“The minutes of me, Joseph Breintnall, Secretary to the Directors of the Library Company of Philadelphia, with such of the minutes of the same directors as they order me to make, begun on the 8th day of November, 1731. By virtue of the deed or instrument of the said company, dated the first day of June last.

“The said instrument being completed by fifty subscriptions, I subscribed my name to the following summons or notice which Benjamin Franklin sent by a messenger, viz:

“To Benjamin Franklin, Thomas Hopkinson, William Parsons, Philip Syng, jun., Thomas Godfrey, Anthony Nicholas, Thomas Cadwalader, John Jones, jun., Robert Grace, and Isaac Penington.

Gentlemen—The subscription to the library being completed, you the directors appointed in the instrument, are desired to meet this evening at 5 o'clock, at the house of Nicholas Scull, to take bond of the treasurer for the faithful performance of his trust, and to consider of and appoint a proper time for the payment of the money subscribed, and other matters relating to the said Library. JOS. BREINTNALL, Sec'y.

Philad. 8th Nov., 1731.”

At this meeting a treasurer, William Coleman, duly executed a bond with sureties, and Benjamin Franklin proposed that the said Coleman attend at suitable places to receive the subscription moneys, which, says our secretary, “it was the general opinion should not be delayed, lest the directors be disappointed in sending it to England this fall to purchase books, or that other disappointments, prejudicial to the library design, should happen by delays or negligence on any hand.”

The price of a share was fixed at forty shillings, and on the first evening of attendance for that purpose ten persons appeared and paid the amount of their subscriptions. Several individuals, however, were dilatory in meeting their engagements, and B. Franklin printed and sent them notice either to pay on a certain evening or signify their determination to relinquish the co-partnership; much difficulty and no little forbearance appears to have been the lot of the directors and treasurer, in collecting from some of the original subscribers; but satisfied of the utility of the project, at a meeting on the 29th of March, 1732, the sum in hand being “above half” the amount originally intended to be raised, it was concluded to be the interest of all concerned to send for some of the books immediately. Thomas Godfrey at this meeting informed the directors that Mr. James Logan had heard of the plan and would willingly give his advice in the choice of books; the minute on the subject is in these words, “upon this information, Thomas Godfrey was requested to return the thanks of the committee to Mr. Logan for his generous offer—and the committee esteeming Mr. Logan to be a gentleman of universal learning, and the best judge of books in these parts, ordered that Thomas Godfrey should wait on him, and request him to favour them with a catalogue of suitable books against to-morrow evening, which T. G. readily agreed to do.”

With the advice of Mr. Logan, the list was made out, and Robert Grace, “to expedite the affair,” agreed to draw on Peter Collinson, mercer, in Gracious street, London, for “£45 pounds sterling at 65 per cent. advance the current rate,” in favour of and to be remitted by Thomas Hopkinson then about sailing for England, with directions to purchase as many volumes as he could for the money. The catalogue of this first effort evinces considerable judgment, and was very carefully prepared with a view to facilitate the acquisition of knowledge in the various departments required by the

wants of a young community. Charles Brockden having generously executed the original constitution without charge, the directors unanimously agreed to present him with a share "as some acknowledgment of this and other favours." Joseph Breintnell, Philip Syng, and Benjamin Franklin, were afterwards presented "with the freedom of the company (that is, excused from paying the yearly contribution;) Breintnell for his trouble as secretary, six years, Syng for engraving the seal of the company, and Franklin for printing notices, each two years."

In October, 1732, the first importation of books was received by Capt. Carnock, in good order, T. Hopkinson informing the directors that he had received advice from T. Cadwalader and P. Collinson in adding and omitting various books, and that "Peter Collinson who had given great assistance, had moreover made the company a present of two valuable books." His claim is thus established of having been the first donor to the yet infant library. As this gentleman long served the institution as agent in London, it may not be uninteresting to quote his letter.

"LONDON, July 22d, 1732.

Gentlemen—I am a stranger to most of you, but not to your laudable design to erect a public library. I beg your acceptance of my mite, Sir Isaac Newton's Philosophy and Philip Miller's Gardener's Dictionary. It will be an instance of your candour to accept the intention and good will of the giver, and not regard the meanness of the gift. I wish you success, and am with much respect,
Yours,
PETER COLLINSON.

Benjamin Franklin returned a suitable letter of thanks, and from the date of this importation and first donation, the institution seems to have swept through the succeeding years of its existence with prosperous gales. Its history it will be our next object to trace.

CHAPTER II.

The importance of the step thus taken, although it was on a small scale, can be justly appreciated only by a knowledge of the fact which is stated in the reply to Peter Collinson, that there was no manner of provision made by the government for public education, either in this or the neighbouring provinces, "nor so much as a good bookseller's shop nearer than Boston."

The books were taken "to Robert Grace's chamber at his house in Jones's Alley," and there placed on the shelves, a catalogue made out, and Dr. Franklin undertook to print the blank promissory notes for the librarian to fill up, and get subscribed by those to whom he lent books. The rules and regulations adopted were few and simple. The first librarian, Louis Timothee, gave attendance from two till three on Wednesdays, and on Saturdays from ten till four. He was allowed to permit "any civil gentleman to peruse the books of the library in the library room, but not to lend or suffer to be taken out of the library by any person who is not a subscribing member, any of the said books, Mr. James Logan only excepted." Timothee it appears occupied Grace's house, and he was to receive at the expiration of three months, "three pounds lawful money certain," and a further "reasonable reward" as should be agreed on in consideration of services and rent.

In December, 1732, several new applicants presented themselves, and were admitted. Dr. Franklin produced the printed catalogue, which he presented without charge.

At a meeting in January, "it was resolved that the books of the library should be covered with *sheathing paper*, and that Stephen Potts should be spoke to do it, for preservation of the binding."

Rees Lloyd was the first person who forfeited his note of hand for thirty-two shillings, for not returning the *Travels of Cyrus*, in two volumes, in due time. The subject was "largely debated," says the minutes, and

without permitting it as a precedent for future offenders, his fine was mitigated on account of his distance from town, &c.

The original number of fifty subscribers was not completed till 22d of February, 1733, when Joseph Grouden signed the constitution, being the fiftieth member.

The simplicity of the establishment and the necessary attention in regard to expenditures at this period, is manifested by the proceedings of the board; and the following notice of the first purchase of a book in America is a proof that the directors were not disposed to part with the money entrusted to them without value received.

"One of the subscribers having some weeks ago brought to the library a book for the directors to see and buy if they pleased, belonging to a gentleman lately from London, who is a transient person, the committee this night agreed to buy it for the library, and ordered the librarian to pay the price of fifteen shillings for it—that being less than a cent on the first cost, and the book undefaced. To be paid out of the money received for forfeitures or penalties from borrowers of books delinquent. 'Tis a Voyage to the South Seas and along the coasts of Chili and Peru, in the years 1712–13 and 14, by Mons. Frezier, in folio, with thirty-seven copper cuts, and well printed and bound, on good paper."

William Rawle appears to have been the first American donor, having on the 12th of March, 1733, presented "six volumes or books of the works of Mr. Edmund Spenser." The minutes state that "the directors kindly received the gift for the company," and the secretary quaintly adds, "the famous old English poem called Spenser's Fairy Queen is included in these works."

On the 15th of May, of the same year, it was agreed by a committee of directors to draw up an address to Thomas Penn, proprietor, "in order for his countenance and protection in an affair so useful and well intended as the library, and which the proprietor signified through his secretary, Mr. George, that he approved and designed to encourage." Some of the directors, on the essay being produced, objected to it on account of the language, which, several being members of the Society of Friends, thought should have been such as they were accustomed to use, but as any alteration would have been attended with delay, it was adopted as it stood. It set forth the warmth of their affection for the son of the great and good William Penn, and as these addresses preserve in some measure the manners of the age, I shall be excused for inserting here a few passages.

"Your province of Pennsylvania, sir, happy in its climate and situation, and in the constitution of its government, is thought to be no less happy in the native genius of its people, prone as it is to industry, and capable of every kind of improvement."

It proceeds to lament the want of any provision for public, generous education, and that the library was instituted with a view to obviate in some measure this deficiency, and concludes with the following extensive wish:

"May your Philadelphia be the future Athens of America; may plenty of her sons arise, qualified with virtue, learning and politeness, for the most important offices of life; and as this must be owing to the wisdom and benevolence of your honourable family, which gave being to the province and its happy constitution, may every kind of human felicity attend the proprietary house through all ages to the latest posterity."

Signed by order of the directors,

JOSEPH BREINTNALL, Sec'y.

Mr. Penn replied that he took the address "kindly," with the assurance that he should be always ready to promote any undertaking so useful. He presented se-

veral articles to the institution, and it is to the honour of the proprietary family that they promoted the design as long as they continued to preserve any influence in the province.

Mr. Timothee having vacated his office, Benjamin Franklin, one of his sureties, offered to take his situation for the current year, in consideration of Timothee's having been serviceable to him: he occupied the station of librarian for three months and a day, and was succeeded by William Parsons. During the period of Franklin's service as librarian, the room was agreed to be opened but once a week, on Saturdays from four to eight, it having been observed that borrowers rarely came on Wednesdays, and four hours was found amply sufficient to supply all applicants. The librarian's salary was then reduced to £6.

The increase of books was supposed to raise the value of a share annually, ten shillings, and I find the price gradually increased.

1737. On the 12th of December, 1737, the directors were informed by their secretary that the proprietor was pleased to say, that nothing remained to delay his grant of ground he intended to bestow on the company for their library. In May, 1738, a letter was received from John Penn, with a present of an air pump. The first paragraph conveys information highly honourable to the company. It is dated London, 31st January, 1738, and begins:

"Gentlemen—It always gives me pleasure when I think of the Library Company of Philadelphia, as they were the first that encouraged knowledge and learning in the province of Pennsylvania."

A suitable reply and a vote of thanks for the lot and air pump were ordered to be returned the generous donor. The pump excited considerable curiosity among the citizens, frequent notices of applications to borrow it being minuted; a committee was appointed to provide a case and frame for it, with glass lights in the door, "to look ornamental in the library room."

1738. The first, and I regret to add one of the very few presents of money made to the institution, was from Dr. Walter Sydserfe of Antigua, in 1738, who having the sum of £58 6s. 8d. due him in this country, generously presented it to the company. In his letter he expresses a hope that it may be the means of others being prevailed on "to lend a helping hand to promote so great a good, by which your infant colony will in a few ages be ranked the first in the kalender of all the American settlements." It is impossible to foresee what a few "ages" will bring about, but to this time very little money has been bequeathed or given. An idea seems always to have prevailed that the institution was *wealthy*, but that can never be the case until its means enable it to procure a copy of every valuable book which money can purchase.

Mr. Breintnall appears to have had the interest of the institution much at heart; the following minute made by him is both curious and interesting:

* This would seem to be erroneous. In the year 1689, only seven years after the foundation of Philadelphia, a public school was established in this city, by members of the Society of Friends, which was incorporated so early as 1697, and received a final charter from William Penn in 1711. James Logan was desirous of founding a college, and to this end offered a lot on Sixth street, free of cost; it appears from his papers in my possession, that the offer was declined, *Fourth street* being considered high enough *up town*. James Logan's reputation seems likely to outlive that of all his contemporaries excepting Penn and Franklin; his collection of books, still the best made by an individual in this country, will assist to transmit his name to posterity as a learned and generous man. He preferred giving his books, which cost him so much money, to the public, rather than collecting together a heap of money to transmit to his descendants.

"December 4th, 1738. N. B. The library affair has hitherto been many ways fortunate. The books sent for to England have always come safe to hand, and without damage; very few of the books have been lost or defaced; a good agreement has for the most part subsisted in the company, and all the officers have proved faithful in their several trusts as far as hath been discovered. The library has received many benefactors and well-wishers, and increases in its reputation, and not one subscriber is deceased that I have heard of, except Joseph Growden, who died on the 22d of May last. Another seven years as successful as the foregoing, must see the library company in a very flourishing condition, and to be more publicly known and esteemed."

1739. In June, 1739, the number of members had been increased to seventy-four.

1740. On the 7th of April the books were removed to "the upper room of the westernmost office of the State House," the use of which had been lately granted to the company by the assembly. In December of the same year, it was agreed that one dozen sheep-skin covers or cases for folio books be procured, to put on them when they are lent out!

1741. In a catalogue printed in 1741, in my possession, there is a short account of the state of the institution. Shares were then granted at the price of £6 10s. In this year, John Penn, Esq. presented a microscope and camera obscura, still in the company's possession.

1742. On the 3d of May, 1742, a charter of incorporation was received from the proprietors. On the 13th of December it was "ordered, that the new secretary write fairly on a large sheet of paper, to be placed in open view, the names of the benefactors to the library; those who had bestowed great gifts, and those who had bestowed books!"

1743. Peter Collinson having during a period of twelve years acted as agent in London without fee or reward, asks as his compensation, that the directors will admit his friend, John Bartram, an honorary member, without any expense, and to have a free access to the library, which was agreed to, "Mr. Bartram being also in their esteem a deserving man." This is the only instance on record of an honorary member having been admitted, unless Mr. Breintnall's son's share may be considered in that light. After B.'s death, in consideration of his services, the directors voted his wife £15, and a share to his son George.

1746. Samuel Norris bequeathed the company £20.

1748 to 1752. About this period many of the minutes are missing, and I have only to note the reception of a telescope and a number of valuable books from Thomas Penn, Esq.

1752. "A noble present of ancient medals" was received through Mr. Peters from Mr. Grey, member of parliament for Colchester.

1759. In August of 1759; a letter was received from Peter Collinson, "in which he heavily complains of ill treatment from the directors," and resigns his agency. A vote of thanks was minuted for his past services; he continued to forward books, however, until 1761, when Thomas Beckett, bookseller of London, supplied Collinson's place.

1762. In 1762, Charles Thomson, who afterwards became secretary to Congress, was elected a director, and in April the long expected patent from the Penns for a lot of ground, in Chesnut near Ninth, was received. The lot was enclosed with a post and rail fence, and continued for many years to yield a small revenue. On Dr. Franklin's return from Europe he was unanimously re-elected a director by the board to supply the place of Samuel Shoemaker, resigned.

1763. On the 14th February, the celebrated John Dickinson was elected a director. In an address to John Penn, November 21st, 1763, occurs the following

paragraph: "The encouragements the library met with in its infancy have had good effects. Many other libraries, after our example and on our plan, have been erected in this and the neighboring provinces, whereby useful knowledge has been more generally diffused in these remote corners of the earth."

A museum early claimed the attention of the company, and numerous articles of curiosity, but of small value, are noted as having been received—from Indian fishing-hooks to Chinese slippers; it was long the duty of the librarian to exhibit this collection, and the practice was only recently discontinued, since which the articles have lain neglected, and are nearly all in a state of decay. Among the presents for this department I notice the following in February, 1764: "The secretary reported that Messrs. Michael Hillegas and Daniel Williams, two of the county commissioners, had presented the company with the blade of a sword or cutlass, which they found fourteen feet from the surface of the ground in digging the foundation of the new bridge in Second street between the city and the barracks; this blade is marked T. S. and serves to show how great a body of earth must have gathered in the short time since the Europeans first came into America, which is not more than 150 years." John Edwards proving at this time but an indifferent librarian, Francis Hopkinson, the secretary, was appointed, at a salary of £12 per annum. Some dissatisfaction is noted at this period at the new regulations, by which members were prevented from coming into the library and taking down books, in consideration of which it was "Resolved, that the librarian should prepare a bond, which should be tendered to every member who should desire the privilege of entering the library and examining the books there, at the hours of attendance on Saturdays; by which he should bind himself to be answerable for his proportionable part of the loss that may arise from any books being lost or stole out of the library."

This appears to have had the desired effect; as, however anxious members might have been to consult the books, they could not be supposed willing to join in the librarian's responsibility for losses.

1765. It is noted on the minutes, January, 1765, that a rule was still in force, by which, for the better security of the books (wired doors not having yet been procured,) no person, except the librarian, was admitted into the library during the hours appointed for letting out books. The directors were in the habit, about this period, of assisting the librarian by turns.

1767. Mr. Hopkinson visiting England, the directors, in order not to lose his services on his return, was allowed to appoint a proxy. He brought home with him a few rare books, purchased by Dr. Franklin, with the company's money, and a present from Benjamin West, "formerly," says the minute, "of this city, but now of London, historical painter; a woman's hand, taken from an Egyptian mummy, in good preservation." This hand, which has sometimes been called Cleopatra's, is still in the building, and, notwithstanding the length of time which it has been exposed to the action of the air, is in perfect preservation.

1768. On the 20th of February, 1768, a law was enacted for admitting new members for the sum of £10.

1769. At a meeting of the directors, February 13th, 1769, the following gentlemen, viz. George Roberts, Jonathan Shoemaker, James Pearson, Charles Jervis, David Evans, Anthony Morris, Jr. and Moses Bartram, being a committee of the Union Library Company of Philadelphia, waited on the board, to signify their approbation of the plan which had been some time in agitation, of uniting the two institutions. The directors replied "that they thought such a scheme might better answer the intention of public libraries, than if they were to continue in separate bodies;" and on the 13th of March a law was enacted, giving the directors "full power and authority to admit the members of the Union

Library Company; and that each member so admitted, shall, by virtue thereof, be entitled to an equal share of all the estate, both real and personal, belonging to the said Library Company of Philadelphia, in common with their other members, and shall receive, accordingly, a certificate thereof, the Union Company previously assigning over, and delivering possession of, all their books, and other property, subject to all such contracts heretofore made and now subsisting between the said Union Library Company and any of their members, as the directors shall deem proper and expedient."

Of the value of this accession of books I have no data to form a judgment. The Union Company owned the house in Third street where their books had been kept, and it was for a considerable period a source of revenue, until sold. Benjamin Franklin, at this time in London, handed the orders for books to Wm. Strahan for shipment.

At the next annual election some change in the direction was made, it appearing reasonable that some of the members of the Union Company should be complimented with a seat at the board. Francis Hopkinson's place as secretary was supplied by John Hughes, Jr. The institution having now acquired additional consequence by the accession of new members, and an increase of books, the board petitioned the assembly of the province for permission to erect on some part of the state house lot such a building as would prove an ornament to the city, and continue to accommodate their rapidly increasing library. This application was refused; and at a general meeting of the company, convened by advertisement, on the 5th of October, 1751, it was deemed inexpedient to build elsewhere, and the project was for the present suffered to rest. It was not till the 25th of September, 1769, that the room was opened three days in the week; these days were Tuesdays, Thursdays, and Saturdays, for four hours each, and two librarians were then appointed, viz. Jno. de Maurengault and Ludowick Sprogell, at an annual salary of £20 each.

1771. Another junction was formed, in 1771, with the Association Library Company, but there are no data by which to judge of the extent of this institution, it being only incidentally mentioned in reference to a share being granted to Mr. Wm. Attmore in consideration of his services as its clerk. The Amicable Company, also admitted about this time, is only casually mentioned, and the two collections were probably of no great value.

1773. Early in the year 1773, the second floor of Carpenter's Hall was rented, and the books removed from the room in the state house, which was now too small for their accommodation; the library was then first opened daily, from two o'clock till seven, under the charge of Charles Cist, at an annual salary of £60. The books were here first placed behind the protection of latticed doors. The increase of the cabinet of coins seems to have been a favourite project—a great number are noted as having been presented from time to time. In October, 1773, several specimens of minerals, and 53 curious coins were presented by Edward Pole. Unfortunately, the secretary, in reporting the gift, was obliged to add the following memorandum—"but the library being entered by some thief (as supposed) last night, he carried off all the coins and tokens, together with some change which was left in the drawer." Mr. Pole, however, received the thanks of the directors, and the articles were advertised, but never recovered.

1774. On the 31st of August, 1774, it was, "upon motion, ordered that the librarian furnish the gentlemen who are to meet in congress in this city, with such books as they may have occasion for during their sitting, taking a receipt for them." Congress enjoyed this privilege during the whole period of its sittings in Philadelphia, and the members experienced much inconvenience from the want of a similar institution for

reference after removing to Washington, before a good library had been collected in the capitol. The members of the legislature of Pennsylvania likewise enjoyed the use of the books for a long period, free of charge.

1776. In May, 1776, an advertisement appeared in the Pennsylvania Gazette, and other journals, requesting a general meeting of the company, in order to consider of the propriety of empowering the directors to remove the books and effects of the company in case any event of the war should make that measure necessary. Two attempts to get together enough members to pass such a law failing, the books remained, and were unmolested.

The British army had possession of Philadelphia from September 26, 1777, to June 18, 1778, but it does not appear that the company sustained any loss from those who composed it. The officers, without exception, left deposits, and paid hire, for the books borrowed by them.

1777. In 1777 the library room was occupied by the sick soldiery, and Messrs. Alison, Jones, and Hughes, were "appointed a committee on the 11th of March to wait on General Gates, commanding officer in this city, in order to procure, if possible, an order for their removal." During the whole progress of the war, the importation of books was of course suspended. The funds thus accumulated were expended, on the conclusion of peace, in a large importation of the standard works which had appeared in the interval. By the will of the Honourable William Logan, the institution received this year a very handsome bequest of books of ancient authors, being a more extensive and valuable gift than any heretofore received. They may all be traced in the catalogue by the *L* attached to each.

1778. In November, 1778, the following minute occurs: "The directors taking into consideration the high prices of firewood, candles, &c., agreed that the library be opened during the winter season only upon Wednesdays and Saturdays, from two o'clock till eight."

1779. Jno. Todd, librarian, received £100 per annum and a share.

1781. On the 4th of May, 1781, the directors agreed to receive 30 shillings state money in lieu of a bushel of wheat, by which the annual payments were the previous year directed to be made.

1783. The committee on importations remitted £200 sterling to London on the 10th of June, 1783, nine years having elapsed since their last order. Joseph Woods and William Dilwyn were selected as proper agents, from their well-known attachment to literature, and knowledge of books; they acted during the remainder of their lives to the satisfaction of the directors, and Jos. Wood's son is now the agent. In their letter the committee of correspondence state, "we shall confide entirely in your judgment to procure us such books of modern publication as will be proper for a public library, and though we would wish to mix the utile with the dulce, we should not think it expedient to add to our present stock any thing in the *novel* way." This has been the uniform plan pursued, with the exception of a few of the best class of novels and romances; the consequence has been that, with the very great increase of the number of volumes, the shelves are supplied with books of real merit in most other departments, and are not lumbered with the temporary trash so greedily devoured by the sickly taste which procures its mental supplies from circulating libraries.

1783. November, 1783, Dr. Franklin presented six volumes of the natural history of the south of France.

In 1784 the librarian was removed for his inattention to the duties of his office—this is the only record of a defalcation among any of the officers of the company; he was succeeded by John Todd, Jr. In April of this

year occurs the first notice of the plan, soon after carried into execution, of uniting, in the same building, the library known by the name of Loganian,* an invaluable collection made by the Hon. James Logan, the confidential friend of Penn, and governor of the province. The Philosophical Society having digested a plan for building, determined to petition the legislature for a lot on the state house square. They wished the Library Company to join in the application for a similar site, and appointed a committee to confer with a committee of the library board, and, jointly, a petition was drawn up and presented, in which it is stated that the increase of books, and the union with the Loganian institution, would require a large building to accommodate them. The plan proposed and petitioned for was this, viz. that "the Philosophical Society should have eighty feet front by forty feet deep, on Sixth street, midway between Walnut and Chesnut streets, and to the said library a like space of ground on Fifth street, and directly opposite the former, for the purpose of erecting buildings thereon, at the expense of said societies respectively." The plan contemplated having the two buildings to correspond to each other in an uniform style of architecture as to their external appearances, so as to make them ornamental to the square, without taking any material space from the walks, &c., and it was naturally believed that these buildings, thus commodiously situated, would have a tendency to bring together and unite gentlemen of science, and thereby more effectually promote the respective designs of each institution; and that, moreover, they would be particularly convenient to the members of the legislature for reference, or as a pleasing retreat during the intervals of business, and that such a mark of liberality would not fail to do honour to the state in the eyes of foreigners. The legislature, however, adjourned without taking the prayer of the petitioners into consideration; and a second committee being appointed to unite with the Philosophical Society in another application at the next term of meeting, reported that the petition had been drawn up by the members of the latter society, petitioning to be located on the east side of the square, fronting on Fifth street; that as a committee they could not unite therewith, as it varied from the plan originally proposed. The board were of opinion that the locality of Fifth street was far more desirable for an institution resorted to (daily) by such numbers of individuals, and requested their committee to have another conference with the Committee of the Philosophical Society, who reported in January, 1785, that they had met, and were informed that the society adhered to their determination of applying for a lot on the east side of the square; and had since been informed that a petition had been carried into the house, by the said Philosophical Society, including an application on behalf of the library without being signed by its committee, which the board taking into consideration, the committee first appointed were directed to prepare a petition conformably to the tenor of the first application, to be signed by all the directors. This was executed, and the conduct of the Philosophical Society, in transposing the locality prayed for, was very properly set forth. In this petition it is stated, that before the Revolution the library had been opened daily, but owing to the diversion of the funds for the purpose of buying books published in Europe during the war, it was, for the present, only open every other day. That the company was composed of 400 members, and that there are constantly many other persons who take out books. From some cause, the Philosophical Society procured the grant of a lot on Fifth street, and the Library Company got nothing. If a different course had been adopted by the former, there is no reason to doubt that both would have found equal favor. On the 8th

*See Reg. Vols. 1. page 133. VIII. page 415, X. p. 200, for detailed accounts of this library. En.

of February, in this year, Zachariah Poulson was appointed librarian, and continued to fulfil the arduous duties of his office to the satisfaction of the public and of the directors, for a period exceeding twenty-one years.

Notwithstanding the treatment from the Philosophical Society, on the 11th of August, a committee of the society made overtures to the Library Company, "in order to know on what terms, possibly, a treaty, either of purchase or joint possession, might with most convenience be effected, or whether any other plan might be deemed advisable." A special meeting of directors, on the 15th, met the committee, who being requested to furnish an account of the expenses already incurred, and the plan to be pursued, and not being prepared, the farther consideration was deferred to the next stated meeting, when no further communication being made, its consideration was postponed, and the committee for a lot to build on continued. No proposals being afterwards received, in October, 1787, the directors say they "conceive the negotiation at an end." In February, 1789, Dr. Franklin, as president of the Philosophical Society, endeavoured to revive the negotiation, but it was feared that the dangers from fire would be greater than if the books were kept in a building solely appropriated to their accommodation.

Much credit has been bestowed upon Dr. Franklin for the efforts he was supposed to have used in promoting the prosperity of the Library; and a general impression prevails, not only in this community, where the institution is frequently called the Franklin Library, but also abroad, that his exertions caused the present handsome structure to be erected. That he was one of the first projectors of the design of a public library in Philadelphia, probably the very first, I am not about to deny, nor would I detract from his merits a particle of the credit justly his due. At the same time, the extracts which I shall make from the minutes, will show how far he is entitled to be considered one of the *greatest benefactors* and friends of this highly useful and prosperous company. We have traced him thus far, from the early projector, the faithful director, the Librarian for three months and a day, the agent in London who passed over to a book seller the money remitted to him, and otherwise performed the duties of a London correspondent, in the same manner as has since been done for a much a longer period by gentlemen not members of the company; we have recorded his printing a very small catalogue without charge, and a small donation (1783) of six volumes "Natural History of the South of France," and with one other entry in our brief history, we conclude the list of his services, which, from a sense of justice, I am compelled to say, are by no means equal to those rendered by several succeeding directors. Without spending much time upon this subject, I shall here insert what is matter of record, in relation to Dr. Franklin. 1786.—At a meeting of the directors, January 5th, 1786, I find the following minute, viz:—"It being intimated to the Board, by the Librarian, that Dr. Franklin is desirous of a communication with the Board, Josiah Hewes, Richard Wells, Joseph Pascall, and Dr. Parke, are appointed a committee to wait upon the Doctor." On the 2d of February this committee reported in the following words: "The committee appointed to wait on Dr. Franklin, report, they had a conference with the Doctor, who appeared to interest himself much in the prosperity of the library, and wished some steps could be taken to procure a convenient lot to build on; and intimated that he had a number of valuable books *which he intended for the library whenever there should be a safe place to deposit them in*, which he did not think was the case at present; they thanked the Doctor for his attention, and informed him it had been often considered by the company, and that an attempt had been made to gain permission from the Assembly to build on the State House Square, and that the Philosophi-

cal Society had supplanted them therein. The Doctor made a present to the company of a Chinese clearance, which was given to Captain Green, in Canton, for which he received the thanks of the committee."—In 1789 he presented a silver and a copper medal, and the library building being completed, Richard Wells produced the following bequest from "the Doctor," viz: *Eighteen volumes*, Qto entitled "Description des Arts et Metieres," printed at Neuchatel, in 1771.—Here our catalogue of his services and patronage ends, and from the circumstances of all the presents and requests being regularly noted at all the meetings, we have the best reason for believing the whole series has been reported.

The statue of Franklin, in front of the building, has been one of the causes of the institution being called by his name, and continues to perpetuate this erroneous nomenclature. Its history is briefly this:—William Bingham, having heard of the intention of the directors to erect a statue of Dr. Franklin, as one of the founders of the library, in a niche in front of the building, stated that he was willing to furnish it at his own expense, but wishing for instructions, a committee reported that Dr. Franklin "would approve of a gown for his dress, and a Roman head!" An order was forthwith transmitted by Mr. B. to Italy, and the statue, in due time, arrived. A bust was procured from the Pennsylvania hospital, and sent together with a drawing of the figure with the order. The likeness is called a good one by his contemporaries; in their letter of thanks to Mr. Bingham, the directors call it the "first ornament of their building," and "the most finished specimen of sculpture America can exhibit," and further remark that "whilst it will have a tendency to perpetuate in the minds of his fellow citizens, a recollection of the public and private virtues of its original, it cannot fail to remind them of the liberality and taste of its donor."—They *might* have said, if circumstances would have justified the expression, "perpetuate the memory of the many and great benefactions to the library, made by the generous original;" but it appears they preferred eulogising the "liberality of the donor." In June, 1792, Benjamin Franklin Bache presented to the company "the machine which Dr. Franklin first used, to make experiments in electricity;" a wheel is all that remains of it.

To return from this digression to regular dates.

1787. Early in the year 1787, the project of erecting suitable buildings seems to have been impressed upon the directors by the inconvenient situation of the books, and in January, Josiah Hewes, Richard Wells, Thomas Morris, and Dr. Parke, were appointed a committee thereupon, who reported the necessity of some provision for removing the books and property of the company to some more secure place. As large bodies move slowly, the next minute on this subject is dated May, 1789, when another committee was appointed, to procure an estimate of the expense of the contemplated building. They made an imperfect report, and "it was agreed that Richard Wells should prepare a statement of the estimate of the building, and the probable mode of defraying the expenses, and that the Secretary should be requested to open the business at the general meeting of the company called for the purpose, and to point out the importance and necessity of the undertaking." At this general meeting, held June 1st 1789, a large number of members appeared, either in person or by proxy, and a law was passed, giving the directors power to proceed as soon as one hundred new members should be added to the list—to appropriate the money on hand, reserving sufficient for the current expenses, and to sell the ground rents, and real estate, owned by the company. Bishop White was nominated by the directors, chairman of this meeting, at which he presided.

All the shares requisite, except nineteen, were soon subscribed—many of which were to be paid for in la-

bor—the directors and treasurer and secretary, assuming to themselves to procure the remaining nineteen, the purchase of the lot, and erection of the building, was proceeded in with all convenient speed. The present site was purchased of Mary Norris and Dr. Logan, on ground rent.* A number of plans were submitted for approval, and the one prepared by Dr. William Thornton, with some slight alterations, was adopted, for which he received a share. It may be supposed that this undertaking was not without its difficulties, and I find, that owing to the low state of the funds, the directors, treasurer, and secretary, individually, advanced sums, amounting to two hundred and fifty pounds, of which Josiah Hewes advanced fifty pounds, and the others from ten to twenty-five pounds.

1789. The first stone of the edifice was laid on the 31st of August, 1789; the minutes state, “that upon the suggestion of Dr. Benjamin Franklin, a large stone was prepared, and laid at the southwest corner of the building, with the following inscription, composed by the doctor, except so far as relates to himself, which the committee have taken the liberty of adding to it.

Be it remembered,
In honour of the Philadelphia youth,
(then chiefly artificers)
that in MDCCCXXXI,
they cheerfully,
at the instance of Benjamin Franklin,
one of their number,
instituted the Philadelphia Library,
which, though small at first,
is become highly valuable, and extensively useful,
and which the walls of this edifice
are now destined to contain and preserve;
the first stone of whose foundation
was here placed
the thirty-first day of August, 1789.”

1790. By the thirtieth of December, 1790, the books were all removed and ready for delivery, when it was resolved to have the room open daily, from one o'clock to sunset, and Zachariah Poulson was continued Librarian, at one hundred pounds salary. During the progress of the building, more than the stipulated one hundred names were added to the list of stockholders, many apprentices, having been allowed by their employers to give sufficient labor to purchase the privilege of admission; their names are faithfully recorded, and it may, in future, be interesting to their descendants to discover that they are reaping the benefits of literary instruction from the honest labour and the sweat of the brows of their progenitors.

Among the benefactors of the library, occur the names of Robert Barclay, of London, and of Abraham Claypoole, of Pennsylvania; the former repeatedly sent presents of rare or curious books, and till his death continued to correspond with his American Friends, and to mention the Institution with interest. The latter left the company by will, one hundred pounds.

1791. In January, 1791, the directors again tendered to the President and Congress, the free use of the books in the library, in as full and ample manner as if they were members of the company, President Washington, through his secretary, Tobias Lear, returned thanks for the attention, in a very handsome note.

1782. On the 18th of February, 1782, Doctor Parke informed the board, that the heirs of James Logan had made a proposition to transfer to the library company of Philadelphia, the Loganian Library, and also to convey to them under certain conditions, a lot of ground, in Philadelphia, and certain rents charge, together with arrearages thereof, now due from estates in Bucks county; on this subject a committee was appointed to enquire into the condition of the property, and the terms intended to be annexed to the transfer.†

1792. An additional five foot lot having been purchased of Samuel M. Fox, on Library street, a building was erected for the accommodation of the Loganian books by the library company of Philadelphia, for which the Loganian trustees pay an annual rent.

On the 4th of October, John Fitch's manuscripts, respecting the steam engine, were deposited in the library, under seal, with a request that they might be kept unopened till the year 1823,—this was done and as they have undergone an examination, I shall not here attempt their analysis.

1793. On the 30th of August, 1793, at a general meeting of the members, the price of shares was raised to forty dollars, at which sum they still remain.

1799. In April, 1799, Henry Cox, of the kingdom of Ireland, presented a large number of manuscript volumes, relating to the history of his native country.—They consist of the original correspondence of James First, with the Privy council of Ireland, from 1603 to 1615, inclusive, and a great variety of historical data, the value of which remains unknown. In one of the volumes is an original letter from Queen Elizabeth, dated in 1568. Several valuable printed books are also in this collection.

1804. In this year the institution was greatly enriched by John Bleakly, and the Rev. Samuel Preston. The former, left, by will, one thousand pounds to the library, and the latter bequeathed a most valuable collection of rare and curious books, selected with great taste and judgment, together with some two shares of United States stock; Dr. Preston was influenced, it is believed, in selecting this library for the reception of his own, by our countryman, Benjamin West, who painted the portrait of the donor, which was, in the succeeding year, presented by Mrs. West, as an appropriate ornament for the library rooms. To appreciate the value of Preston's library, it must be examined in detail. There are in the collection many rare books of plates, &c. of the most costly description, which the funds of the institution would forever have forbidden being purchased.*

George Campbell was now elected librarian, an office he filled for twenty-three years, during which long period he was never once prevented by sickness from attending to his daily duties, a circumstance almost unprecedented in the annals of a salary officer. Under his charge the institution continued to flourish, and was again enriched, at the period of his resignation, by the bequest from William Mackenzie, of 500 rare volumes, and the purchase from his executors, of the additional number of 1466. He was succeeded in his office by the present occupant.†

*In 1830, Benjamin West's eldest son visited Philadelphia, with his father's celebrated picture of Christ rejected.

He gave the writer the following interesting particulars relative to this request. Dr. Preston was an intimate friend of the elder West, whose house, when in London, he frequently made his home. Having no descendants, it was occasionally a topic of discussion at the dinner table, what would be the best disposition of his valuable books. West pressed upon his notice the library at Philadelphia, and finally obtained his promise to will it to the institution, which promise he faithfully kept. On hearing of this, Mrs. West requested the Doctor to sit to her husband for his portrait, which was forwarded soon after the books: bearing on the canvass, “a present from Mrs. West to the Library Company of Philadelphia.” It is an admirable painting, and has been twice exhibited at the Pennsylvania Academy of Fine Arts. Dr. Preston was a man of great learning, and on the best terms with the Bishop of London. I have an autograph letter from him to the Bishop.

* Since paid off.

† See Reg. Vol. I. page 133, and viii. page 415.

† See Reg. Vol. III. p. 319.

The number of books in the institution is now, 1835, 44,000, making together, decidedly the largest collection in this country; the influence which it exerts on the character of the population of Philadelphia, is highly beneficial; the collection is now so numerous and varied as to have become a library of reference for the literati of all parts of the Union, while the literary taste which it engenders, is highly useful to all classes who enjoy its benefits.

The number of members is now 836, each of whom pays, annually, four dollars, for the support of the institution, and for the purchase of new books, a great proportion of which are imported regularly from London.

The Loganian Library attached, was bequeathed and endowed by the Hon. James Logan; its income arising from an extensive farm, occupied by Samuel D. Ingham, late Secretary of the Treasury of the United States, will be very greatly enhanced in the year 1863, when the lease for the property will expire.

Such is a brief history of one of the most valuable literary institutions in the Union; its insertion here will, it is hoped, stimulate its readers to establish others in every part of the country. One curious fact must not be omitted; the present value of the ground occupied by the company, is greater than the price of all the shares of all the members; so that they have accumulated an immense library of books, which may be said to have cost them nothing. S.

See Reg. Vol. IX. page 160 for a purchase of books from James Cox on annuity; and authority to Directors to increase the annual payments—also Vol. XV. page 364, for resolution on death of Dr. Parke. Ed.

OFFICE OF THE LEHIGH COAL AND NAVIGATION COMPANY.

Philadelphia, Sept. 21, 1835.

The following Preamble and Resolution were adopted by the Board of Managers of this Company, at a meeting held on the 19th instant, viz.

Whereas, the Commissioners of the Susquehanna and Lehigh Canal, commonly called the Nescopeec Canal, have advertised that books will be opened early in October next, for receiving subscriptions to the Stock of that Canal, the construction of which will greatly promote the public interest as well as the interest of this Company, by making the Lehigh an important link in the chain of communication between the East and the great West, and whereas, an opinion prevails that while it is unknown what tolls will be charged on coal and lumber on the Lehigh navigation, persons may be deterred from subscribing to the Stock of the Susquehanna and Lehigh Canal, a jealousy existing that, inasmuch as the Lehigh Company have authority, by their charter, to assess a toll on the lockage nearly equal to five cents per ton per mile, they might not permit other coal to pass on the navigation at a reasonable rate, lest it should enter into competition with the coal from their own mines—Therefore—

Resolved, That immediately on the completion of the Lehigh navigation to Wright's creek, now in progress and to be finished in 1836, when a general trade may be anticipated upon it, the toll on Coal and on Lumber in boats, that may enter the navigation at any point in the second grand section of the Lehigh river,—viz: between the mouth of Nesquehoning creek and Stoddartsville,—shall not exceed one cent per ton per mile on Mineral Coal, and one cent and a quarter per thousand feet, board measure, per mile on Lumber in boats, throughout the whole distance that such freight may be transported on the Lehigh navigation, *Provided*, that the tolls on the Morris Canal, the Delaware and Raritan Canal, or the Delaware Division of the Pennsylvania

Canal, shall not be raised above their present rates on those articles.

Published by order of the Board, -

EDWIN WALTER, Secretary.

From the United States Gazette.

THE SEASONS.

A friend, who is an observer of the times and seasons, has handed us the subjoined notice of the dates in different years, when he began to use fires in his sitting room. It will serve to show the variation of times and seasons.

In 1823 had fire on the 9th of 9th mo.

1824	"	25	"	"
1825	"	10	"	"
1826	"	17	"	"
1827	"	8	"	"
1828	"	7	10	"
1829	"	11	9	"
1830	"	18	9	"
1831	"	7	10	"
1832	"	16	10	"
1833	"	19	10	"
1834	"	30	9	"
1835	"	15	9	"

THE WEATHER.

The weather for the last eight days has been cool for the season, particularly the mornings and evenings. The wind has been principally from N. E. to E. with a very chilly atmosphere. Persons who would wish to escape from fever and ague, should keep themselves warmly clad, and avoid the night air as much as possible; and never, on any account, set in a draft, when in a state of perspiration. More than half the sickness and ill-health in the world is brought on by imprudence.—“A prudent man foreseeth the evil and shunneth it.”—The mercury in a thermometer, which is kept in the open air, facing the north, the year round, has ranged as follows:

Sept. 11,	at 6 A. M.	55,	and at mid-day	70.
" 12	do	60	do	67.
" 13	do	60	do	70.
" 14	do	59	do	68.
" 15	do	42	do	65.
" 16	do	43	do	65.
" 17	do	51	do	68.
" 18	do	56	do	75.

U. S. Gazette.

THE REGISTER.

PHILADELPHIA, SEPTEMBER 26, 1835.

A SHIP.—On the 12th instant was launched from Van Dusen's Ship Yard, Kensington, the ship *John M. Gosler*, upwards of 500 tons burthen. “The keel was laid on the first of July last—the vessel built and launched in *fifty-seven working days*, from the time of laying the keel. She was built for Mr. John M'Crea, and is intended for the India trade. Several vessels are now on the stocks.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 14.

PHILADELPHIA, OCTOBER 3, 1835.

No. 404.

For the Register.
FOREIGN CONSULSHIP.

*Audita querela,
Error coram nobis.*

The following opinion of "The District Court for the City and County of Philadelphia," was delivered on the 14th September, 1835,

By PETTIT, President.

Joseph Durand,

vs.

Arnold Halbach and George Halbach, trading under the firm of Halbach Brothers.

This was an action on the case brought to December Term, 1829. The writ was returned "Summoned." The cause was regularly put at issue on the plea of non Assumpserunt, and discharge under the Insolvent laws of this state. While at issue, it was arbitrated under the act of 1810, and on the 29th December, 1830, judgment was entered on the award of arbitrators, for \$3,038 72. On the 8th January, 1834, the judgment was assigned to P. Bousquet, and marked to his use.

No further step was taken by either party, until the 10th January, 1835, when the defendant's counsel upon affidavit filed, obtained a rule on the plaintiff to show cause why the judgment should not be set aside.

The following suggestion was filed of record, viz:

"Rule to set aside the judgment on the ground that Arnold Halbach, one of the above named defendants, was at the time of the commencement of the above suit, and has ever since continued to be, and now is, Consul for the Burgomaster, and Council of the free city of Frankfort, on the Maine, for Philadelphia in the United States, duly recognized and declared to be such by the President of the United States;—and that on the 9th July, 1830, he was duly recognized and declared by the President of the United States, to be Consul of his Majesty, the King of Prussia, for the Port of Philadelphia, and still is such Consul;—that being such, he ought not according to the Constitution and laws of the United States, to have been impleaded in this District Court for the City and County of Philadelphia, in the State of Pennsylvania, the same being a State Court, but in the United States Court, where the Constitution and laws of the U. S. have placed the jurisdiction in his case. And that said District Court for the City and County of Philadelphia, had not, and has not jurisdiction, and ought not to have cognizance of the above case, and this he is ready to verify. Wherefore he prays the Court that the Judgment in the above case, may for the causes above assigned, be annulled, made void, and set aside."

The plaintiff's counsel, in opposition to the rule, made the following points.

1. That this Judgment cannot be set aside on mere motion.
2. That the objection to the jurisdiction should have been made before Judgment.
3. That the joinder of Arnold Halbach with George Halbach, ousts the jurisdiction of the U. S. Courts.

These propositions do not deny or in any manner

contravene the general doctrine, which is unquestionably true, that a State Court cannot entertain jurisdiction of civil suits against foreign Consuls. The 2d section of the 3d Article of the Constitution of the United States, declares that "the judicial power of the United States shall extend to all cases affecting Ambassadors, other public ministers and Consuls," and the 9th Section of the Judiciary Act of 1789, gives to the District Courts of the United States, "jurisdiction, *exclusively* of the Courts of the several States, of all suits against Consuls or Vice Consuls," except for certain offences mentioned in the act.

The exemption thus asserted is not personal. It is the immunity of the country or government which the Consul represents. When the Constitution of the U. States comprehends Ambassadors and Consuls in the same provision, it clearly recognizes the application to the case of Consuls, of that familiar principle of the law of nations by which the privilege of an Ambassador is deemed to be that of his country. Were express authority wanted for this view of the subject, it is to be found in the case of Davis vs. Packard. 7 Peters' Rep. 284.

If the privilege of a Foreign Consul could be held to be personal, one of the positions of the plaintiff's counsel might derive some support from the case of Bobyshell vs. Oppenheimer, 4 Wash. C. C. Rep. 484, in which it was ruled, that after trial on the merits and after a judgment, an objection to the jurisdiction, which might have been previously made, could not be insisted upon to avoid the judgment.—The privilege as a *national* one, however, could not be waived by a Consul's omitting to plead it, or by his withholding the suggestion of it till after judgment. For the same reason the principle recognized in Beardsley vs. Torrey, 4 Wash. C. C. Rep. 228, that where there are several defendants—each must be competent to be sued in the U. S. Courts, does not apply.

There is nothing, therefore, in either the 2d or 3d points made in opposition to this application.

But it is contended that should the Court admit in the most unqualified manner, the exemption of a Foreign Consul from liability to their jurisdiction, and disregard all implied or constructive waivers, yet that they will not set aside this Judgment on mere *motion*.

After what has been said, it follows, that the Court will in some form of proceeding, on proper proof of the fact of Consulship, grant relief; and whether this can be done on the application now made, has caused the only real difficulty in the case.

It has been urged that nothing can now be enquired into upon motion, which could not formerly have been examined on *audita querela*; and that relief would have been granted on *audita querela*, only in a case where injustice was apparent, and relief could not have been obtained on plea.

It was said by Mr. Justice Duncan in delivering the opinion of the Court in Share vs. Becker, 8 Sergeant and Rawle, 242, that wherever the writ of *audita querela* would lie, the Court would grant relief on *motion*: And that the course of granting summary relief, has driven out of use the ancient writ. The practice of this Court has been in conformity with this remark.

It is clear then, that, if an *audita querela* relief could have been awarded, it can be granted upon the application now made.

The general rule as laid down in 1 Comyn's Digest, 787—*Aud. Querela, C.*—and recognized by the American cases there cited, is, that where the party had time to take advantage of the matter, which discharges him, and neglects it, he cannot afterwards be helped by an *audita querela*. Were this test to be applied in the case before us, *audita querela* would not lie: and should the power of the Court to interfere on *motion*, be restricted to the same limits, the present application would also of course be denied.

Is there then any authority to show that the Courts have gone further on mere *motion* than on *audita querela*? None has been produced. Is there any authority upon which the Court can direct the plaintiff to plead to the suggestion now for the first time filed, so that the matter alleged can be examined into? We know of none. In the case of Hill vs. West, et al, 4 Yeates, 385, in which judgment had been entered in 1804, and a suggestion was afterwards filed, that two of the three defendants had died several years before the date of the judgment, the Supreme Court of Pennsylvania expressly refused to grant a rule on the plaintiff to plead to the suggestion: And while they declined directing what course should be taken, no inference can be drawn from the intimation thrown out by the Court, except that a writ of error *coram nobis* should have been resorted to as the only other mode of obtaining relief.

The writ of error *coram nobis*, was designed to enable a Court which had committed no error in matter of law, to enquire whether they have in consequence of an error in fact given a judgment which but for that error, would not have been pronounced, and if the error in fact is admitted, or found to exist by the verdict of a jury upon an issue joined thereon, then to revoke said judgment.

The Court of Common pleas of this County, in the year 1808, then exercising the jurisdiction which now belongs to this Court, decided, and we think correctly, that they had power to issue such a writ, and the death of a defendant before judgment being under such a proceeding made to appear, reversed one of their own judgments. Day vs. Hamburg. 1 Browne's Rep. 82.

That the very matter of fact suggested here is proper to be enquired into upon such a writ, has been determined in the case of Davis, plaintiff in error, vs. Packard, 8 Peters' Rep. 312. Judgment had been rendered in the Supreme Court of New York against Davis.—He prosecuted a writ of error to the Court for the correction of errors of the state of New York, and assigned for error what did not appear on the record, that he was when the suit was instituted, and had ever since continued to be, Consul General of his Majesty the King of Saxony, in the United States, and ought according to the Constitution and Laws of the U. States, to have been impleaded in the Supreme Court of the United States, or in some District Court of the United States, and that the said Supreme Court of the State had not jurisdiction, and ought not to have taken to itself the cognizance of the said cause. The history of the case is somewhat remarkable, but it is sufficient for our present purpose to state, that after the record had been twice carried up to the Supreme Court of the United States, it was found that the only mode of giving the defendant relief, was to send him back to the Supreme Court of New York, that he might by suing out and prosecuting a writ of error *coram vobis*, establish the fact of his Consulship, and obtain in that Court a reversal of their own judgment.

Whether the proper exhibition of the proof of Foreign Consulship as to one defendant will avail the other, is a question upon which no opinion is intimated. The Court will consider that point, should it be presented.

The remedy just pointed out being in the opinion of the Court, the true one, the defendant's counsel takes nothing by his present motion.

Rule discharged.

Mr. Jones, for plaintiff.

Mr. Purdon, for defendants.

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 201.)

CHAPTER VII.

Establishment of the University.

The enmity which had thus triumphed over the authorities of the college, was not extended to the objects for which it had been established. On the contrary, having transferred the rights and property vested in the former trustees into more friendly hands, the legislature took the institution into favour, endowed it with lands out of the confiscated estates, to the annual value of fifteen hundred pounds, and by the right of adoption, conferred upon it the new and more lofty title of University of Pennsylvania. The board appointed by the act of assembly, consisted of three distinct sets of individuals. The first was composed of certain members of the government who possessed a seat as the board in virtue of their several offices; the second, of the "senior ministers in standing" of the six principal sects in Philadelphia; and the third, of individuals selected for their attachment to the revolution, which, in most of them, was evinced by the possession of high public stations in the commonwealth.* By these appointments, it will be perceived that the legislature fully provided for the political fidelity of the University, and its perfect impartiality towards all religious denominations; and these ends were still more firmly secured by

* The following is a list of the members of the board:—

Of the first division—those, namely, who held their places by virtue of their offices under the commonwealth, were,

1. The president of the supreme executive council—Joseph Reed.
2. The vice-president of the council—William Moore.
3. The speaker of the general assembly—John Bayard.
4. The chief justice of the supreme court—Thomas McKean.
5. The judge of the admiralty—Francis Hopkinson.
6. The attorney general—Jonathan Dickinson Sergeant.

The second division consisted of

1. The senior minister of the Episcopal churches—Rev. Wm. White.
2. The senior minister of the Presbyterian churches—Rev. John Ewing.
3. The senior minister of the Lutheran churches—Rev. John Christopher Kunze.
4. The senior minister of the German Calvinist churches—Rev. Casparus Weiberg.
5. The senior minister of the Baptist churches—
6. The senior minister of the Roman churches—Rev. Ferdinand Farmer.

The gentlemen composing the third division were Dr. Franklin, then minister at Paris; William Shippen, Frederick Muhlenberg, and James Searle, delegates from Pennsylvania in the Congress of the United States; William Augustus Atlee, and John Evans, judges of the supreme court; Timothy Matlack, secretary of the supreme executive council; David Rittenhouse, treasurer of the state; Jonathan Bayard Smith; Samuel Morris; George Bryan; Dr. Thomas Bond; and Dr. James Hutchinson.

the reservation of the right, within six months after the choice of any new trustee, to disapprove and annul the election. Whether the real interest of the institution was consulted by placing it in the hands of men, whose public engagements might be supposed sufficient to occupy their whole attention, was a question which could not be readily answered, and was perhaps considered of secondary importance.

The new trustees met for the first time in December 1779, and having taken the oath or affirmation at that time prescribed by law, organized themselves into a board, and appointed his excellency, Joseph Reed, their president. However dissatisfied with the late decision, the former authorities of the college did not venture to resist the will of the government, and quietly resigned their property to their appointed successors. Steps were immediately taken to arrange the affairs of the school, and to select suitable individuals to fill the vacant offices. The Rev. Dr. John Ewing, a trustee by right of his station in the Presbyterian church, was chosen provost. David Rittenhouse, the distinguished astronomer, also a trustee, was made a professor, with the title of vice-provost. The professorship of the languages was conferred upon the Rev. Robert Davidson, and that of mathematics upon James Cannon, who had been previously employed in the college. James Davidson, who had succeeded Mr. Beveridge as teacher of the Latin and Greek languages, and had been connected with the late institution for more than ten years, was appointed rector of the academy, with an authority independent of the collegiate faculty. A German school was added to the other branches of the seminary; and the Rev. Mr. Kunze gave up his office as one of the trustees, in order to accept the direction of this department. In the course, however, of a very few years, many changes were made. Mr. Rittenhouse, resigning the vice-provostship, was succeeded by the Rev. Samuel Magaw;* James Davidson was made professor of the languages in the place of the Rev. Robert Davidson, who left the institution; and Robert Patterson, who had before been employed in a subordinate station, was appointed, as the successor of Mr. Cannon, to the chair of mathematics.

Much difficulty was experienced in organizing a medical faculty. For more than three years there was a constant succession of appointments and resignations; and it was not till the autumn of 1783 that the affair was ultimately settled by the reinstatement of the former professors in the respective stations which they had held in the college.

Among the incidents in the history of the University, it would be improper to pass over, without notice, an evidence of the kindness with which this country and its institutions were regarded by the government of France. In July, 1784, a letter was received by the board of trustees from the Marquis de Chataleau, requesting their acceptance of a collection of valuable books as a present from his most Christian Majesty, made at the instance of the Count de Vergennes and himself. It is unnecessary to say that this mark of royal favour was received with the respect, and answered with a profession of their grateful sense of the honor conferred upon them. Even republicans are wont to attach a fictitious value to the favours of monarchs; and, in the present case, the munificence of the gift is still further enhanced by the associations which our memory forms of its royal author with the independence of our country and his own unmerited misfortunes.

The success of the university was by no means adequate to the expectations, which the patronage of the legislature and its own advantages of situation were calculated to excite. It is true that the inferior schools were generally well attended; but the college classes were small, and the graduates few; and at no period

could it boast of a prosperity equal to that which the college had at one time enjoyed. This deficiency of support was undoubtedly in part attributable to the political condition of the country, and to the competition of new seminaries; but other causes quite as influential were to be found in circumstances especially belonging to the university itself. The trustees, chosen principally in consequence of their public stations, not from any peculiar fitness for the office, or attachment to its duties, could not be expected to manifest that minute attention and vigilant care which had characterized their predecessors, whose long connection with the college had almost identified its interests with their own. The consequences of this want of vigilance in the board were evident, as well in the uncertain and fluctuating measures which were adopted, as in the condition of the financial concerns, which even the liberal grant of the legislature did not preserve from embarrassment. With the teachers, the unsettled state of their accounts was a frequent source of complaint; and the numerous changes which took place among them, owing probably to this as much as to any other cause, were calculated very materially to injure the reputation of the school. Besides the want of proper energy in the management of the university, another impediment to its prosperity existed in the unfriendly feelings with which it was regarded by many respectable citizens. Attached to the old school and its officers, and considering the new as having been founded in usurpation, they were disposed both from inclination and principle to prefer some distant seminary for the education of their children; thus not only withdrawing their immediate support from the university, but arraying against it the influence of their example with their fellow citizens, and the force of new attachments among those who were hereafter to become active members of society. To this period we may perhaps trace the origin of those partialities which have directed away from our highest literary institution, so much of the public patronage, and at this moment are operating to the disadvantage and dishonor of the city.

CHAPTER VIII.

Re-establishment of the College.—Separate existence of the two Schools.—Union of the College and University.

In the mean time the late authorities of the college were not quiescent under their wrongs. Dr. Smith, especially, was indefatigable in seeking redress for the institution and himself. In repeated memorials, drawn up with no little ability, he represented the injustice and unconstitutionality of the legislative proceedings in their case, and complained that, in his old age, dismissal from an office which he himself had rendered valuable, should have been the only reward of his long and important services. Petitions, moreover, were presented to successive legislatures, by the displaced trustees; and the support of a numerous party was not wanting to enforce their claims of justice. The feelings of the venerable Franklin, who was now returned from Europe, were known to be in their favour; for, though by the law which established the university, he was declared one of the trustees, and afterwards, as president of the executive council, had an additional right to the station, he had always declined qualifying himself for a seat at the board, by taking the requisite oaths. Though the public ear may for a time be deafened by the rage of party, it cannot always be closed to the voice of justice; and the current of opinion at length began to turn in favour of the old establishment. One effort, indeed, to restore the college charter by legislative enactment, proved abortive; but a bill subsequently introduced was more successful, and in the year 1789, a law was passed by a great majority, which reinstated the trustees and faculty in all their former estates and privileges.—In the preamble of this law, the proceedings of the le-

* The same Samuel Magaw, I suspect, who was mentioned in the list of the first graduates of the college.

gislature by which these estates and privileges had been transferred to the trustees of the university, was stigmatized as "repugnant to justice, a violation of the constitution of this commonwealth, and dangerous in its precedent to all incorporated bodies," so different are the views which will be taken of the same subject by men in the opposite states of calmness and excitement.

But the same sense of justice which led on to the re-establishment of the college, forbade any further interference in the affairs of the university than was necessary for the accomplishment of this purpose. The trustees of the latter institution, therefore, retained their corporate capacity; and, as the grant formerly made by the legislature out of the confiscated estates still remained to them, they were not left absolutely destitute of support. New buildings were provided for the accommodation of the schools; the faculties both in arts and in medicine continued their courses of instruction; and a yearly commencement was held as before, at which the various ordinary and honorary degrees were conferred. But the operations, which previously to this change, were not marked with vigour, now became still more languid; and after a feeble existence had been prolonged for the space of rather more than two years, it was found necessary, in order to avert total ruin, to propose a union with the rival seminary.

The trustees of the college had not been negligent in availing themselves of the act which had been passed in their favour. On the 9th of March, 1789, only three days after the final passage of the law, they met at the house of Dr. Franklin, who was the oldest member of the board, and the only survivor of the original founders of the institution. The infirmities of the venerable patriot confined him chiefly if not altogether within doors, and at his request the meetings continued to be held at his dwelling till the middle of summer, when the increasing severity of his disorder rendered him totally unable to attend to public duties. Of the twenty-four trustees who constituted the board at the period of its dissolution, about ten years before this time, only fourteen remained; the rest having either died in the interval, or deserted the country during the revolution. Their first measures were to obtain possession of the college buildings, to organize the different departments of the seminary according to the former plan, to fill up vacancies in the various professorships, and to supply the deficiency in their own number by the election of new members.* Of the professors in the department

of the arts, Dr. Smith and James Davidson were the only survivors. The former, as a matter of course, took the place of provost; and the latter, who, as was previously mentioned, had been employed in the university, accepted the invitation of the trustees to resume his office of professor of languages in the college. The faculty was completed by the appointment of the Rev. Dr. John Andrews and the Rev. William Rogers; the former to assist the provost in instructing the philosophical classes, the latter, with the title of professor of English and oratory, to superintend the English and mathematical schools.

Of the medical professors, Dr. Morgan was absent from indisposition, and died before the arrangements were completed; and Dr. Kuhn remained connected with the university: so that Dr. William Shippen, professor of anatomy and surgery; and Dr. Rush, who succeeded Morgan in the chair of the practice, were at this time the only members of the faculty. The original number was completed by the appointment of Dr. Wistar to the chair of chemistry and the institutes of medicine, and Dr. Samuel Powell Griffiths to that of materia medica and pharmacy. An additional professorship was created—that of botany and natural history; and Dr. Barton was chosen as its occupant. This may be regarded as one of the most interesting eras in the history of the medical school. It was now that Dr. Rush took that station which his genius and eloquence afterwards rendered so illustrious; it was now that Barton found a field for the display of acquirements unrivalled among his cotemporary countrymen; it was now, moreover, that Wistar entered within those walls, which the fame of his talents as a teacher crowded with pupils, and about which his warm benevolence of heart, and delightful urbanity of manner combined to throw a charm, which amidst all subsequent changes, has retained a strong influence over the affections of those who had the good fortune to listen to his instructions.

Soon after the revival of the school, a department of law was added to those of the arts and of medicine.—James Wilson, a member of the board, was chosen professor, and delivered one or more courses of lectures; but with what success, I have been unable to learn.—Of the estimation in which his talents were held by the trustees, independently of the evidence afforded by his appointment, we may form some idea from the amount within which it was thought necessary to limit the fee for admission to his lectures. At the request of Mr. Wilson that the board should ascertain the compensation he should be allowed to demand from each pupil, it was resolved that the sum should not exceed ten guineas. At present, the first legal talent in the country would command but a slender attendance upon a course of lectures, were a fee of this magnitude required.

In little more than a month from the first meeting of the trustees, the various schools were again opened upon their former plan. But most of the obstacles which were opposed to the success of the university, were no less in the way of the college; and it soon became evident that the separate existence of the two seminaries was incompatible with the prosperity of either. Their funds, managed with the utmost attention to economy, were utterly insufficient for the maintenance of two distinct sets of teachers and professors; and legislative assistance could not be demanded with propriety, as neither school could urge an exclusive claim to public bounty, and to endow both, would be to bestow treasure for the attainment of an inadequate object: for it was evident that the demands of the population would be abundantly satisfied by a single seminary of the highest order, which might be conducted at half the expense of the present establishments, and with at least equal efficiency. The same consideration which precluded the expectation of aid from the legislature, discouraged the trustees from resorting to the plan of soliciting private contributions, which had proved so use-

* The following is a list of the trustees who were surviving at the re-establishment of the college:—

Benjamin Franklin, one of the founders, in the year	1749	
Benjamin Chew, chosen	1757	
Edward Shippen,	1758	
Thomas Willing,	1760	
Dr. John Redman,	1763	
John Lawrence,	1765	
Thomas Mifflin,	1773	
Samuel Powell,	1773	
Right Rev. William White,	1774	
Robert Morris,	}	1777
Francis Hopkinson,		
George Clymer,	}	1778
James Wilson,		
Alexander Wilcox,	}	

The vacancies were supplied by the choice of the following gentlemen: Thomas Fitzsimmons, Henry Hill, Robert Blackwell, Samuel Miles, William Bingham, William Lewis, John Nixon, Robert Hare, Dr. Capen Wistar, and Richard Peters. Edward Burd and David H. Conyngham were afterwards chosen to supply vacancies which occurred in the board. Dr. Franklin was made president, and after his death was succeeded by Bishop White.

ful to the college on former occasions, when no rival existed to divide the public benevolence and patronage. There seemed, therefore, no other means of averting the ruin, or at least of raising the character and extending the usefulness of the schools of Philadelphia than to effect a union of their interests and resources. Happily, feelings of hostility had not acquired such vigour as not to yield at length to considerations of public good. Overtures for a union, proceeding from the trustees of the university, were received with unanimous approbation by those of the college; and as both were earnestly desirous of seeing the object accomplished, little time was sacrificed in arranging the necessary preliminaries. A joint application was made to the legislature for such alterations in the respective charters as might give the sanction of law to the proposed measure. The requisite act was obtained without difficulty; and on the 30th of September, 1791, the two corporations were by law united into one.

The principal conditions of the union were, first, that the name of the institution should be *the University of Pennsylvania*; secondly, that twenty four individuals, chosen equally by the two boards from their own numbers, should, with the governor of the state, constitute the new board, of which the governor should be *ex officio* president, and thirdly, that the "professors who might be deemed necessary to constitute the faculty in arts and in medicine" should as far as possible be taken equally from each institution. It was moreover provided, that vacancies among the trustees, with the exception of the governor, should be filled by their own choice; and that no professor or officer of the faculty should be removed without due and timely notice, and by a less number than two-thirds of the members present at any one meeting, thirteen being necessary to constitute a quorum for such a purpose. In compliance with the provisions of the law, each board proceeded to the performance of its last official act, by the choice of twelve individuals as its representatives in the government of the newly constituted university. The gentlemen thus appointed, together with Thomas Mifflin, the governor of the state, met, for the first time, on the 18th of November, 1791; and, having regularly organized themselves, proceeded without delay to restore to order the disjointed affairs which had been committed to their charge.*

One of their first measures was to unite the offices of secretary and treasurer in a single person, to whom they gave a compensation adequate to the trouble and responsibility of his station, exacting, at the same time, satisfactory security for the faithful discharge of the duties intrusted to him. As treasurer he was bound not only to receive and disburse money, and to perform such other services as are usually attached to this title; but also to exercise a general care and superintendence over the estates of the university, and, with the approbation of the trustees, to execute all those measures, of a financial character, which it had hitherto been the custom to refer to the management of committees. It was thought that the attention of one individual of respectable character and standing, whose peculiar interests, moreover, were made to correspond with the duties of his office, would be more profitable to the institution, in the management of its pecuniary affairs, than the gratuitous services of members of the board, whose

* The gentlemen chosen by the trustees of the university were, Thomas McKean, Charles Pettit, James Sprot, Frederick Kuhl, John Bleakly, John Carson, Jonathan B. Smith, David Rittenhouse, Jonathan D. Sergeant, David Jackson, James Irvin, and Jared Ingersoll. Those selected by the trustees of the college, were William White, D. D., Robert Blackwell, D. D., Edward Shippen, William Lewis, Robert Hare, Samuel Powell, David H. Conyngham, William Bingham, Thomas Fitzimmons, George Clymer, Edward Burd, and Samuel Miles.

public spirit could not be expected to withstand on all occasions, the calls of private business, or to bear, without a relaxation of effort, the irksomeness and fatigue which are incident to trusts of such a nature. Nor were the calculations of the board disappointed. The propriety of the measure has been demonstrated both by the neatness and accuracy of the records, and by the careful management of the finances, since the period of its adoption.*

In the succeeding chapters I shall present a very general view of the organization of the university; and, without entering into minute particulars, shall trace the current of its affairs down to the present time.

[To be Continued.]

NEW EMIGRANTS.

Two families of Indians from the banks of Lake Champlain, have lately taken up their residence, or we should more properly say, encamped, in the City of Penn. They have with them two birch bark canoes, in which they crossed the Lake, and, after carrying them over land to the Hudson, they descended that stream to New York, and from thence to New Brunswick, up the Raritan, and thence they crossed to the Delaware, descended to the mouth of the Schuylkill, then ascended to Fairmount, near which they are located. Their dwellings are two birch bark tents, which they brought with them. They propose to carry on the basket-making business. It will be recollected that the venerated Penn was the red man's friend, and it is hoped that they will not be molested.—*Com. Herald.*

From the Pittsburg Gazette.

IMPROVEMENT OF THE OHIO.

To the Citizens of Pittsburgh:

Fellow Citizens—A few days since, I published an address to the citizens of the different counties more immediately interested in the improvement of the Navigation of the Allegheny River. This has met with a more immediate and general approbation of those best capable of judging, than I could have expected.—I now venture to address you on a subject in which you are more exclusively interested.—The Improvement of the Navigation of the Ohio; a subject of vital importance to the city of Pittsburgh.

Different modes have at different times been suggested for the Improvement of this River, all of which have become obsolete, except that of erecting *wing dams*, to confine the water in a narrower channel at the heads of the ripples by means of dams extending from either shore; which plan is now suggested as the one to be adopted under the appropriation lately made by Congress.

This plan it is my present object to examine, and submit my views to you and to the public—what will be the consequence of adopting this mode of supposed improvement?

It is true the pools above the ripples, from having a slow or very gentle current, of perhaps not more than one mile an hour, may be rendered nearly stagnant. But by doing so, in order to raise the water say one, two, or more feet at the head of the ripples, will you not thereby increase the velocity of the water at the ripples, so as in some cases to render it impossible for Steam Boats to ascend at low water; and in all cases greatly increase the difficulty of ascending them. Besides, unless you construct walls at the sides of the channel to the pools below, will not the water after passing the *chute* made by the wing dams, gradually

* Edward Fox was the first secretary and treasurer of the university; and continued to retain the office till the period of his death. He was succeeded by Joseph Reed, Esq., recorder of the city.

spread over its ancient channel, and remain no deeper towards the lower part of the ripples than before the wing dams were built—or indeed will the *projectile* force of the water from the *chute*, be so great as to prevent *lateral* pressure?

If wing dams could be at all tolerated, they should be made some distance below the head of the ripple, or rather at the foot of it. This might in some degree *mitigate* the evil although it would not prevent it—the violent *chute* would still exist, in even a greater degree, although the depth of the water might be increased.

But why increase the current at the ripples, and convert them into perfect *rapids*, when by excavating the channels, you can confine the water, and deepen it the whole distance of the ripple, and produce a greater volume of water at that place than existed there before, in consequence of the fall being less, and the water passing more slowly through it—and merely increasing the current of the pool above, in a small degree, perhaps not exceeding one half an hour, and in all cases leaving sufficient water in the pool above for all necessary purposes of navigation. It is a mistaken notion to suppose that by such an operation you would lengthen the ripple above. This would only take place if you made the current in the pool, as great as in the upper ripple. Whereas the current would be equal from the foot of that ripple, to the place where the excavation was made at the one below it.

There will be no necessity for dams, even where the river is divided by one or more Islands. The deepening of the channel will, in low stages of water, bring the whole water of the river into it, as long as the laws of gravitation remain.

The fall of the river from Pittsburgh to Wheeling, a distance of about 95 or 100 miles, is a little less than one foot to the mile. The current of the river, at a medium stage of the water, is not more than two miles an hour; at low water, it is still less; at high freshets, it may be 3 or 4 miles per hour. There are about 40 ripples or shoals between these places; the pools are from one to five miles long; the depth of water is from 5 to 20 feet at the lowest stages of the water in these pools. There are no reefs or ledges of rocks in the bed of the river, from Pittsburgh to Louisville, that would prevent the channel from being made at least two or three feet deeper, without even blasting a single rock. The foregoing information was kindly communicated by an intelligent and experienced Captain of a steamboat, who has been long employed in the navigation of the Ohio; and who perfectly accords with my views as to the improvement of that river, and who also informs me that Captain Shreeves (so successful in removing the raft in the Red River) by adopting the plan of wing dams on the Ohio, below Louisville, had injured, in the most serious manner, the steamboat navigation; so dangerous are the efforts of the most talented and energetic men, when acting upon wrong principles.

The ripples in the Ohio, between Pittsburgh and Wheeling, are generally short, as stated by the same individual. The falls at each, if at all proportionate to each other, must be very little indeed—if one fourth, or perhaps one half of the total fall may be supposed to exist in the space occupied by the pools, it would not leave *eighteen inches* as the fall of each ripple, by a general average.

The Ohio, between Pittsburgh and Wheeling, and through the whole course of the river, is, like the Allegheny, "a succession of pools and ripples;" no canal along its shore is contemplated, or is necessary. Where, then, the difficulty, by means of a steam barge (as suggested in the plan proposed for the improvement of the Allegheny) being applied to remove the obstruction occasioned at the ripples—the *natural dams* of the Ohio; and by means of machines, which I call ploughs, attached to the barge, in the manner suggested in the

publication above alluded to—ploughing up the earth and gravel, and making a channel of say 50 yards wide; and, when the ground shall be ploughed up, apply the force of steam power to scraping up such of the gravel and earth as may not have descended to the pool below to one, or each side of the channel—and to make your channel in the same place where you find one at low water mark.

Some years since, an attempt was made to clear the Ohio below Pittsburgh—perhaps considerable service was rendered. There was no difficulty experienced in ploughing up the gravel, &c. at the ripples—even with the power of oxen, and when the water was two or two and a half feet deep; nor in scraping the gravel out of the artificial channel to each side of the same; and where, I am told, it yet remains. The great misfortune in that case was, in there not being funds sufficient to do the work effectually—to make the channel either sufficiently wide or sufficiently deep—and there were some mistakes committed in digging the channel in another part of the river than where *nature had placed it*, and which new channels, thus misplaced, have never been used.

Fellow citizens—If the mode said to be contemplated for the *supposed improvement* of the Ohio river be adopted, by the erection of wing dams, as already stated, it will not be hazarding much to predict that, before five years, we shall be petitioning Congress, or the State Legislature, for an appropriation of money to remove them as *nuisances*.

A. W. FOSTER.

CANAL CONVENTION.

The Convention met at the Court House, in the borough of Erie, at eleven o'clock, on the 10th of September, according to previous arrangement.

For the purpose of organizing the convention the Hon. JOHN GILMORE of Butler, was called to the chair, and JOSEPH MORRISON of Crawford, appointed Secretary.

The following delegates were in attendance and presented their credentials;—

Allegheny.—D. R. McNair, R. A. Campbell, Wm. B. Foster, Alexander W. Foster, jr. Joseph Snowden.

Armstrong.—J. W. Biddle, D. O. Walker, Jas. Galbraith, Isaac McConnell, Reynolds Pinks and Robert Orr.

Butler.—John Gilmore, William Beatty, Jacob Mechling, Samuel Kerr, George Potts, Peter Duffy, and Jas. Potts.

Crawford.—Joseph Morrison, Hugh Brawley, James Henry, David Dick, William P. Shattuck, John McFarland, and William A. V. Magaw.

Erie.—Thomas H. Sill, Charles M. Reed, William Kelley, Henry Colt, William Benson, James, C. Marshall, and George Stuntz.

Mercer.—Walter Oliver, Jacob Herrington, John Findlay, Saml. C. Tait, John Micheltree, John Fisher, and James R. Wick.

Venango.—John W. Howe, Hugh McClelland, James R. Snowden, and James Thompson.

On motion, Messrs. Thomas D. Grover, of Philadelphia, Dr. Ankrum, of Chester county, and Hugh Hamilton of Dauphin, were admitted to seats in the convention.

On motion, *Resolved*, That Messrs. Sill, Herrington, and Beatty, be appointed a committee to inform the above named gentlemen of their appointment, and to invite them to take their seats in the Convention.

On motion of Mr. Sill, a committee of one from the delegation of each county were appointed to select officers for the convention. Whereupon Messrs. D. R. McNair, D. O. Walker, Jacob Mechling, David Dick,

Thomas H. Sill, John Fisher, and Hugh M'Clelland, were appointed said committee.

On motion the Convention adjourned for half an hour.

Second Session.

The convention met, pursuant to adjournment.

The committee appointed to select officers of the convention reported as follows:—

President.

Hon. JOHN GILMORE, Butler,

Vice Presidents.

Col. Robert Orr, Armstrong.

James Thompson, Venango.

Wm. D. Boster, Allegheny.

John Findley, Mercer.

Secretaries.

Joseph Morrison, Crawford.

William Kelley, Erie.

Joseph Snowden, Allegheny.

Peter Duffv, Butler.

After the adoption of the above report, it was

On motion of Mr. Sill, *Resolved*, That for the government of this convention, the rules of the house of representatives of this commonwealth be adopted.

Resolved, That a committee of two from each county be appointed to draft resolutions expressive of the views of this meeting and also a memorial to the legislature. Whereupon the following gentlemen were appointed: Messrs. A. W. Foster, jr. Robert A. Campbell, of Allegheny, J. W. Bidle, James Galbraith, (Arms.) Samuel Kerr, Jacob Mechling, (Butler,) Dr. John Micheltree, James R. Wick, (Mercer,) Thomas H. Sill, Wm. Kelley, (Erie,) Hugh M'Clelland, and James R. Snowden, Venango, were appointed said committee.

On motion, *Resolved*, That this convention adjourn until afternoon.

Afternoon Session.

The convention met, pursuant to adjournment.

The committee appointed to draft resolutions expressive of the sense of this convention and a memorial to the legislature of this state, reported the following, which after being separately read were unanimously adopted:

1. *Resolved*, As the opinion of this convention, that in no way can a government render more lasting services to the people, or deserve better of their country than by devising and carrying into effect; judicious and useful plans of public improvement, by roads and canals.

2. That a judicious expenditure for such objects is not a loss, but may be made a profitable investment of capital, which having performed great and lasting benefits to the community, may be again returned to the public stock, ready to be used and employed for other purposes of public utility; thereby accommodating and enriching the people, without impoverishing the State.

3. That by the judicious employment of the credit of a state, improvements of the greatest benefit to the public and utility to individuals may be effected, which will of themselves afford ample means for the payment of any liabilities incurred in their construction; thereby diffusing wealth and comfort throughout the community, and leaving the improvements a rich inheritance to posterity, and an entire acquisition to the resources of the commonwealth.

4. That the Territory of Pennsylvania, bordering at the same time on the Atlantic Ocean, on the Ohio river, and on the great chain of Lakes, affords advantages for Internal Improvement, decidedly superior to those of any other State in the Union; thereby enabling her in her own way, and through her own borders, to effect communications between those three great avenues of commerce, and by the same means, to lead the trade of the Ohio river, and the Lakes, to her own great commercial emporium.

5. That when the canal convention assembled at Harrisburg in 1825, adopted the following resolution, "That the improvement of the commonwealth would be best promoted, and the foundations of her prosperity and happiness most securely established, by opening an entire and complete communication from the Susquehanna to the Allegheny and Ohio, and from the Allegheny to Lake Erie," they advised and recommended that plan of improvement, which the hand of nature had pointed out, which the best interests of the State required, and which received the entire approbation of all the friends of internal improvement, throughout the State.

6. That as the improvement of the State was commenced in pursuance of the above recommendation, the plan therein proposed, sanctioned and adopted by repeated acts of the legislature, and the whole State embarked in the work with the full understanding, agreement and belief, that the same plan should be fully carried into effect; it would be a dereliction of that good faith which ought to be observed by this commonwealth, after having expended large sums of money from the common stock, to leave the work unfinished, and direct the resources of the commonwealth to other objects; to the manifest injury of the State, and injustice to a portion of her citizens.

7. That the citizens of the North-Western parts of the State, having been among the earliest and most steadfast friends of internal improvement, and having always by their councils, their votes, and their property contributed thereto, it would be an act of manifest injustice to them, to abandon the original plan without extending the canal to Lake Erie, through our own borders; thereby losing and abandoning the large amount already expended in pursuance of that object, and leaving the North-West, in a worse situation than if those improvements had never been commenced.

8. That the reasons and arguments which induced the commencement of the foregoing plan of public improvement, so far from having lessened in importance, have constantly increased in magnitude and interest; that the most sanguine anticipation of the growth and importance of the trade connected therewith, have been more than realized; and that the experience of every year, furnishes additional facts and inducements for the speedy completion of that great work, as originally contemplated and agreed upon.

9. That since the year 1825 when the commerce of Lake Erie was considered as of sufficient importance to induce the construction of a canal to its shores, it has increased to an extent almost unparalleled, and is now believed to be at least five times greater in amount than it then was; that within the last two years, it has more than doubled, and that there is every reason to believe that its future growth will be still more rapid than it ever yet has been.

10. That the New York and Erie Canal is, by experiment found to be altogether insufficient for a vent to the immense commerce of the Lakes; and that when the canals and rail roads now in contemplation and progress, through the fertile regions of Illinois, Indiana, Michigan, and Ohio to the waters of the Lakes, shall have been completed, the amount of produce to be floated towards a market, on the waters of Lake Erie, will be altogether incalculable, and will imperiously require some new channels of conveyance to an Eastern market.

11. That every motive of public policy, of interest, of justice to a portion of her citizens, and the welfare and prosperity of all, demand of the State, an immediate extension of her canal, to the harbour of Erie, in conformity with the original plan for the improvement of the state.

12. That Pennsylvania possesses, within her own bounds, the most ample and sure means of obtaining and permanently securing a large portion of the Lake trade;

sufficient, of itself to furnish profitable business for her Grand Canal.

13. That the Harbour of Erie is the best, and from Buffalo to Sandusky, the only natural Harbor on Lake Erie; and that, by reason of the longer continuance of the ice in the lower part of the Lake, the intercourse between Philadelphia and the Lake, by means of the harbor of Erie, might be open for business, at least five weeks earlier in the season, than that of the New York canals, by the way of Buffalo; thereby enabling the western merchants, and farmers to transport their produce, and make sale of it in the Philadelphia market, before they could commence their voyage on the New York canal; and that the more southern position of the Pennsylvania canal gives it great and additional advantages, by the longer continuance of navigation in the fall of the year.

14. That the extension of the Pennsylvania canal to Erie, would greatly benefit the whole of the country through which it passes, and with which it is connected, by furnishing a new and extensive market for the inexhaustible beds of Iron and Coal, with which those regions abound; as well as for the extensive and increasing manufactures of the City of Pittsburgh.

15. That such a connexion is expected, and earnestly looked for by our brethren on the western border of the Lakes, who would equally avail themselves of the facilities for transportation, which its construction would afford.

16. That by opening an Inlet from the great chain of Lakes, into the Pennsylvania canal, we thereby avail ourselves of the benefits of more than a thousand miles of Inland navigation which they would afford; equal to an extension of the canal for that distance, without the expense of its construction; and that the additional tolls which would by these means, be received, would soon more than defray the expense of extending the canal to Lake Erie.

17. That the large and rapidly increasing amount of tolls received from the canal and rail roads, during the present season, furnish an assurance that they will soon relieve the people from the burdens of taxation; and at the same time afford every encouragement for a vigorous prosecution of the work, to its final completion.

18. *Resolved*, Therefore, that the Senate and House of Representatives, be earnestly requested to pass a law for the immediate extension of the canal to the harbour of Erie; and for that purpose, that the following memorial be adopted and signed by the officers and members of this convention.

To the Honorable the Senate and House of Representatives of the commonwealth of Pennsylvania in General Assembly met.

The undersigned delegates representing the people of the North Western and some of the Western counties in the State, convened in Canal Convention at Erie on the 10th of September, 1835, for the purpose of devising measures for pressing upon the ensuing Legislature the urgent necessity of the prompt and speedy completion of the canal to Erie, have thought proper to present to your consideration the following memorial.

That the extension of the Pennsylvania Canal to Lake Erie within our own borders was a part of the great original project, when Pennsylvania commenced her magnificent system of public improvements, will be denied by no one familiar with our Statute books, and other public documents and proceedings connected with the system. A mere reference to them will most satisfactorily show, that the people, when they authorized the work, contemplated a continuous line of communication, running entirely across the State, connecting the Atlantic not only with the waters of the valley of the Mississippi, but with the great inland seas of the North.

Believing then, it to be an admitted point, that the state undertook this work—has expended hundreds of thousands in its prosecution—stands pledged to its completion, as far as a state can become pledged by solemn and repeated enactment; we refrain from further pressing it upon your consideration, and shall confine ourselves to a few facts and arguments, which have suggested themselves to us, going to show the importance and necessity of the State doing that, which she has undertaken to do, without further delay.

It is well known to all familiar with the system, that when the canal was begun, it was expected to have been completed long ere this. The people in this section so understood it and made their calculations accordingly. The long and unexpected delay has not only brought disappointment, and its thousand attendant consequences, but resulted in actual general injury to the country, and caused some cases of total individual ruin. Too sanguine perhaps, the active and enterprising, purchased, built, exhausted, and even went beyond their means in making preparations to accommodate the business, they were well aware would immediately develop itself, when the canal should be completed, and are now bankrupt. Plans prudently laid, and which were well calculated to have rewarded the enterprising individuals with fortunes, have, by reason of the long procrastination of the work, involved them in penury. Such instances we believe have occurred, and, we fear, will continue to occur until all doubt is removed by the active prosecution of the work.

In addition to such instances of individual suffering, the whole section of country has suffered, not only by the delay, but by the doubts and fears such frequent disappointments have engendered. At one time buoyed up by the certain prospect of an appropriation, and then depressed by its failure—kept in a constant state of excitement between hope and fear—one day seeing every prospect of an early completion, and the next even doubting whether the work would ever be made. This state of uncertainty has driven hundreds and probably thousands of our active enterprising citizens into the adjoining states, where the patronage of the several governments has been most actively employed in improving and developing the resources of their Lake frontier, and where almost unexampled prosperity has rewarded the enterprise.

These facts are not exhibited by way of complaint or censure, but for the simple purpose of showing what evils have resulted from delay, and to induce prompt action to prevent their recurrence.

Far be it from us to charge this delay as a fault to preceding legislatures. They doubtless acted conscientiously under the solemn obligations they were under to the whole people they represented. It resulted from a combination of unpropitious circumstances, which shook the confidence of the people in the wisdom of the project, and paralyzed the arm of their representatives. There was a time, we confess, when the boldest began to falter and the most sanguine to fear that we had entailed upon ourselves an endless taxation. The time necessarily consumed in the making, and the cost of construction so far exceeding the estimates were discouraging circumstances. They induced a pause, and we were the sufferers. But happily these fears are all dissipated. The completion of the line to Pittsburg at once removed all doubts, and satisfied the most cautious and wary of the wisdom and ultimate usefulness of the great project. Public opinion, which had faltered for a time, recovered its confidence, and now demands, as far as we can gather its decisions, that the balance of the work be completed with all possible despatch.

Under these propitious circumstances, we urge, and with confidence, upon your consideration, the propriety of such prompt and energetic action, as will ensure an early completion of the extension to the Lakes. A

large amount on this line, has already been expended in detached and insular spots, and can never be of any account until the whole be completed. We see no good reasons why sufficient should not be at once appropriated to place the whole balance of the work under immediate contract. It is perfectly within the means of the State—will cost no more—on the contrary will doubtless cost less, to do it at once, than to protract its execution by partial appropriations.

Further we believe, that independent of the claims of the people of the North-west to prompt action, the dictates of sound economy, require the utmost speed. From our knowledge of the vast and increasing trade of the Lakes, we should not be surprised, if the profits on the business the canal brought in, would exceed the expense of construction in a single year.

Of this trade much has been said, and yet not the half is told. It seems destined to go on increasing to an almost limitless extent, as the country, which contributes to it, is almost boundless in its limits, its beauty and fertility.

The precise amount of this trade, or its precise annual increase we have no means of accurately knowing, further than is contained in the statistical accounts heretofore published, and which are doubtless familiar to you all. It is believed however that this trade has annually increased fifty per cent for the last five years, and no good reasons present themselves to show, why it may not continue to increase in the same ratio some few years yet to come, unless some unlooked for event shall turn up to avert the immense emigration, which is crowding every thoroughfare of communication both by land and water, leading to the far West.

To give some faint idea of the increase of this trade, we beg leave to call your attention to one fact. It has been ascertained at Buffalo, that more goods and property were shipped from that port to the far west, (by which is understood the country beyond the head of Lake Erie) in the first twenty-one days after the opening of navigation the present year, than was shipped from the same port the whole of the preceding season.

It has been somewhere said that the trade of the great valley of the Lakes would eventually exceed that of the great valley of the Mississippi. Whether this speculation will or will not be verified is a matter of little consequence. It is enough for the present object, that it will be vast and valuable—sufficient we believe for the entire capacity of all the contemplated avenues connecting with the Atlantic, and in time to require many more.

Without hazarding an opinion upon the future relative value of the trade of the Lakes and the Mississippi—we nevertheless venture the prediction, that the trade of the former will not only equal but vastly exceed that portion of the trade of the latter, which shall be drawn off through all the artificial channels, which shall connect with the Atlantic. The trade of the Lakes has no other avenue. Be its amount what it may, it must all pass through such artificial channels as the enterprise of the country shall open up. It has no other possible outlet. On the contrary the trade of the valley of the Mississippi, has a noble natural channel of communication, which for many purposes, will rival all the artificial works, which the ingenuity of man can construct.

It is believed that the heavy and bulky agricultural productions of the lower country, particularly such as are designed for foreign shipment will never afford to pay the expense of an ascending river navigation, and also of rail road and canal navigation to an Atlantic market; they will as heretofore take the cheaper descending navigation of the river, and float, if not to quite so good a market, at least to one, that is reached at vastly less expense. We think that the experience of the present year fully establishes this position. Although both the canal and rivers have been in fine or-

der, yet but a portion of the surplus agricultural productions of the lower country have found their way through the Pennsylvania improvements, and we believe it will be always so.

Not so with the rich and abundant agricultural productions of the Lake country. They have no cheap descending navigation, through which they can be floated to market. They must all be concentrated upon the bosom of Lake Erie, the great natural reservoir of the Lake trade, and be thence drawn off through the shortest and cheapest channels, which may offer to an Atlantic market.

From these considerations we think the position maintainable, that the Lake country will afford more business to the Pennsylvania canal, than will be afforded by the whole valley of the Mississippi, and shows that if the connection with the waters of the Mississippi are yielding a profit, that the connection with the waters of the Lakes will yield a still greater profit.

None acquainted with the wide extent of country tributary to the Lakes—the salubrity of the climate—the uncommon fertility of the soil, can doubt, that it will shortly contain millions of a population. That its surplus agriculture will be immense, and the merchandize, manufactures and productions of the East, wanted in return will be proportionably large. Together they must and will afford an incalculable amount of transportation, sufficient, we believe in the end, to glut all the avenues, which the ingenuity and enterprize of man can open.

Although in the end, there may be enough for all, still it should not be lost sight of, that Pennsylvania possesses an advantage over her sister states in the command of this world of business. She and New York are the only two states, that skirt the Atlantic and the Lakes, and can open up entire communications from sea to sea within their own borders. She however possesses a decided advantage over the latter in her more genial and southern climate, and in the possession of the best harbor, above and clear of all the ice obstructions which so seriously affect the navigation of the Eastern end of the Lake. She can safely calculate on at least five weeks of uninterrupted navigation, when the entrance to the New York canal is blocked up by mountains of ice.

We therefore again press upon your consideration immediate action. No time should be lost in the completion of a work which promises such rich returns.

But it may be said that haste is not required, as a communication is already being made connecting the Pennsylvania canal with the Lakes, through Ohio, sufficient at least for the accommodation of the present business. Independent of the injustice such a suggestion would do to the people of the North West, it would be unbefitting the character of the State to rely upon that channel alone. Although commenced, the State has no assurance when it will be finished. A thousand things may retard its progress to completion, and fetter and clog its operations when done. It must always be under the control of private corporaters, constantly changing, and whose views and policy, at times, may widely differ from the policy of the State. That communication should be viewed as merely auxiliary, highly valuable no doubt, but on which the State should not alone for a moment, rely for the trade of the Lakes. She should be independent—should rely solely upon a connection within her own borders, where she can neither be thwarted by the whims of a corporation, or the countervailing policy of a rival State.

Independent of this, we believe there is already, or will be as soon as they can be finished, business enough, for them both. Pennsylvania need not be afraid of too many canals—if it were possible, we wish she could tap every State in the Union—the more feeders the better, but the main trunk of her improvements should be planted on her own soil.

Again we repeat, we can see no reasons in justice to

the people and to the State, why this work should not command your early attention, and receive an appropriation sufficient to secure its completion as soon as men and money can accomplish it. It is the only link wanting to connect the great chain stretching from the Atlantic to the American Baltic—let it be supplied, and we doubt not the expenditure will be repaid an hundred fold.

With full confidence that these views and representations will meet with due consideration at your hands, we submit them, with the earnest prayer, that the people, whom we represent, may not be disappointed in the just expectations they now entertain of the speedy completion of their long neglected canal, and as in duty bound we subscribe ourselves, &c.

On motion of Mr. Reed, *Resolved*, That the Erie delegation be appointed a committee to have the proceedings of the convention published in pamphlet form, and that they be published by all the editors throughout the state friendly to Internal Improvement.

On motion of Mr. Dick, *Resolved*, That a committee of three be appointed for the purpose of preparing a statistical report of the trade that would probably be done on this section of the canal. Messrs. Dick, Road and Sill appointed said committee.

On motion of Mr. Oliver, *Resolved*, That a copy of the proceedings of this convention be sent to the Governor and each member of the legislature.

On motion of A. W. Foster, *Resolved*, That the thanks of this convention be tendered to the commissioners of Erie county, for granting us the use of the court house, during the session of the convention, and to the citizens of Erie generally, for their polite attention to the delegates.

On motion of Mr. Beatty, *Resolved*, That Messrs. Charles M. Reed, of Erie, David Dick, of Meadville, and A. W. Foster, jr. be appointed a committee to proceed to Harrisburg and present the proceedings of this convention at a suitable time to the Senate and House of Representatives of Pennsylvania.

On motion of Mr. Howe, *Resolved*, That the thanks of this convention be presented to the officers for the impartiality and correctness with which they have attended to their duties.

The convention then adjourned sine die.

JOHN GILMORE, *President*.

Robert Orr,
James Thompson,
Wm. B. Foster,
John Findley,

Vice Presidents.

Joseph Morrison,
William Kelley,
Joseph Snowden,
Peter Duffy,

Secretaries.

THE OXFORD AND PORT DEPOSITE RAIL ROAD.

A corps of Engineers, the principal of which is Mr. Moore, of Chester country, is now busily engaged in making the definitive location of this road, which, connecting with the Columbia and Philadelphia rail road, near the Fountain Inn, Chester county, and with the Baltimore and Port Deposit rail-road, at the latter place, will perfect the line from New York to the City of Washington. We inform our numerous friends, among the contractors, that advertisements will be out shortly announcing the letting of the whole line.

The expenses of a journey from Philadelphia to New Orleans are thus set down by a correspondent of the Commercial Herald:—Fare and other expenses to Pittsburgh, \$13; do. do. thence to Louisville, by steam 12; do. do. thence to N. Orleans, 25; total \$50. These are the amount of rates during what is called in the

West the "Steamboat Season" say from the 15th of November to the 15th of June; and the steamboats are very comfortable, handsomely finished, and the tables well furnished.

REPORT ON FIRE COMPANIES.

The following is the Report of the Committee on Fire Companies, presented at the last meeting of Councils.

To the Select and Common Councils.

The Committee on Fire Companies in accordance with established usage, have examined the location and apparatus of the several companies within the limits of the corporation, and respectfully submit the following details of the Fire Department, and offer such suggestions as appear to them necessary for sustaining that important auxiliary of the public safety. The present strength of the Fire Department may be stated generally as follows: Twenty-seven Engine and Hose Companies, owning 13 Engines for throwing water and 22,190 feet of hose, with the necessary carriages for its conveyance, and consisting of twelve hundred and fifty-eight active members, which is more clearly shewn by the tabular statement attached to this report. Our citizens are so familiar with the good order in which all this apparatus is kept that it would seem to be almost unnecessary for the Committee to add their opinion to a matter so generally admitted, but they feel it due to the department to give this public testimony of the pleasure they have derived from a personal inspection of those unrivalled structures, which impelled by stout hands and willing hearts, have so often arrested the fury of the devouring element, and saved our beloved city from the horrors of extensive conflagrations. The rapid growth of the city and the increased labour the firemen have consequently been called upon to perform, have added materially to the expense of maintaining the apparatus in good order, and when we consider that a considerable proportion of the members are not in circumstances to warrant an appropriation of their private funds for that object, in addition to the immense sacrifice of time and personal service which they are almost daily under the necessity of making, the propriety of granting additional aid from the City Treasury appears to the Committee to be conclusive.

The attention of the committee has recently been directed to this subject by the petition of several companies praying for an equalization of the appropriation; and concurring fully in the views taken by the petitioners, we recommend the passing of an Ordinance, herewith submitted, calculated to effect that object without diminishing the sums heretofore distributed to the respective companies. The average expenditure of each company has been satisfactorily shewn to the committee to be nearly four hundred dollars per annum, and there appears to be no good reason why any part of the expense should be borne exclusively by the members. We therefore respectfully propose that the amount for distribution, should be increased to eight thousand one hundred dollars, and that the sum of three hundred dollars shall be paid to each of the companies now established in the city. That sum with the amount now granted by the Fire Insurance Companies, will probably cover their current expenditures, and we feel confident our fellow citizens will cheerfully contribute what may be called for by any charge of an unusual character. A few years will in all probability relieve the City Treasury from even the partial support of these valuable establishments, as the profits of their Insurance Company will soon reach the sum considered necessary to guarantee the payment of their risks; and the Philadelphia Firemen then standing free from any pecuniary obligations, will exhibit an association so purely philanthropic in its character, as to be unequalled in the world. The expense of the fire departments in other cities, is paid exclusively out of the public trea-

sure, and freedom from militia duty, and from many civil services, have been deemed necessary to give them an effective character; but here the firemen claim nothing but the privilege of doing good, and finds a sufficient reward in the consciousness of relieving his fellow citizens from danger. On a subject of such vast importance to their constituents, the committee would strongly recommend the removal of two or three companies to those parts of the city west of Broad street, as from the present location of the companies they are too remote from that portion of the city to render such prompt assistance there as may be required for the protection of the valuable products of the interior now accumulating on our western boundary. On mature consideration of the whole subject and after consultation with many experienced firemen, the committee submit a Resolution, declaring that the companies now in existence, are believed to be fully adequate (with that assistance which is always cheerfully rendered by their brethren of the districts) to protect the city from conflagration, and they would respectfully recommend to the Fire Association to pass a similar resolution. An increase of companies beyond what the necessities of the public require, tends only to create and foster a jealous and unprofitable rivalry, and by resolving the elements of a strong and useful body into numerous and weak hands, not only lessens their usefulness, but entirely destroys the favourable opinion of their fellow citizens. One other matter remains on our minutes not yet reported on, and the committee regret that a decision of it being involved in one of more consequence, has prevented their final action. They allude to a petition presented by the Harmony Fire Company on the 26th of December, 1834, in relation to a portion of the lot of ground on Delaware Fifth near Chesnut street, devised to the city by the late Stephen Girard. As the question of the right of possession in the lot referred to is now pending in the Supreme Court of the State, the committee are of opinion that it ought not to be prejudiced by a grant of any portion of the premises,

and ask to be discharged from the further consideration of the petition.

In closing this report and perhaps embracing the only opportunity we may enjoy of placing our opinions before our fellow citizens on the interesting institutions we have been called upon to examine, we cannot refrain from expressing the pride we feel as Philadelphians, that we found nothing to censure in the sentiments cherished by the respective companies for each other, each alike bearing testimony to the activity, zeal and good conduct of all the rest; and all distinguished for their fervid attachment to the peace, honor and safety of their beautiful city.

LAWRENCE LEWIS, Chairman.
JOHN P. WETHERILL,
PETER WRIGHT,
JOHN S. WARNER,
FREDERICK FRALEY,
JOHN M. BARCLAY,

Committee on Fire Companies.

A further supplement to an ordinance entitled "an ordinance granting aid to the Fire Engine and Hose Companies of the city, passed April 22d, 1834."

Be it ordained, That from and after the passing of this ordinance, the farther sum of one thousand one hundred dollars, in addition to the sum of seven thousand dollars heretofore appropriated, be and the same is hereby appropriated for the same uses and purposes, and subject to the same conditions as are contained in the ordinance to which this is a supplement.

Resolved, That in the opinion of the Select and Common Councils of Philadelphia, the number of Fire Engine and Hose Companies now established in the City and Liberties, is sufficient to protect the said city and Liberties from conflagration, that no increase of the number ought at present to be encouraged, and that it be earnestly recommended to the fire department to concur in this resolution.

RESULT OF THE INVESTIGATION OF THE DIFFERENT FIRE COMPANIES, BY THE COMMITTEE OF COUNCILS, SEPTEMBER 7TH, 1835.

Names of the Companies.	Names of the Presidents.	Class.	Act'v.	Honorary.	Attentive.	Num. feet Hose.
Resolution Hose,	Charles Shaffer, Jr.		35	28	20	1000
Delaware Engine,	Townsend Sharpless,	8½	39	13	20	100
Perseverance Hose,	Peter Fritz,		43	25	25	1200
Reliance Engine,	Thomas M'Dowall,	8½	35	25	20	120
Vigilant Engine,	George W. Tryon,	9½	56	36	25	500
Neptune Hose,	Benjamin Wharton,		49	26	20	1100
Assistance Com. Appar's	Daniel R. Murphy,	9	52	30	35	600
Hand-in-Hand Engine,	Wm. B. Whitecar,	7½	47	15	30	120
Columbia Engine,	Daniel Knight,	8	26	37	20	500
Columbia Hose,	Samuel G. Ruggles,		72	56	40	950
Philadelphia Hose,	John P. Wetherill,		40	73	27	950
Phoenix Com. Apparatus,	Edward C. Nesbit,	9	35	30	27	900
Diligent Engine,	Edmund A. Souder,	9½	42	42	25	900
Washington Hose,	Charles J. Boulter,		93	13	60	1180
Good Will Engine,	Adam Eckfelt,	8	80	15	40	1100
America Hose,	Wm. H. Hamilton,		34	5	15	1020
Pennsylvania Engine,	Samuel P. Griffiths, Jr.	8	42	58	25	1000
Fame Hose,	Jonah Hallowell,		39	19	30	1050
Good Intent Hose,	John Leadbeater, Jr.		27	23	8	1100
Hibernia Engine,	James M'Donald,	7½	48	86	23	300
Hope Hose,	Alexander Henry,		75	46	50	1200
Southwark Hose,	John W. Nesbit,		42	64	25	1300
Robert Morris Hose,	J. B. Andrews,		34	25	20	1000
Washington Engine,	Frederick Forst,	8	73	17	45	600
Schuylkill Hose,	James Hutchinson,		26		18	1000
Philadelp'a Com. Appar's,	Philip Garrett,	8½	24	25	16	800
Harmony Engine,	Emmor Kimber,	8	50	21	23	600
			1263	853	732	22190

PENNSYLVANIA AND OHIO CANAL, MAHONING ROUTE.

At a meeting of the Stockholders of the Pennsylvania and Ohio Canal Company, held at the Exchange in Philadelphia, 21st Sept. 1835,

Jacob Ridgway, Esq. was called to the chair, and R. Toland, Esq. appointed Secretary. Mr. Boyd, one of the directors made a communication and report of the present situation and prospects of the Company, as follows:—

At the suggestion, and by the advice of some of the friends of the Pennsylvania and Ohio Canal Company this meeting has been called together.

As a Director of the Company, and representing in that capacity the interests of the Stockholders, and being soon to set out for Ohio, to join my colleagues in the Board of direction, I think it my duty, previous to setting out on this journey, to make a statement so far as has come within my knowledge, of the affairs of the Company.

It will be recollected when the Commissioners for opening the Books for receiving subscriptions of Stock, appeared among us last spring, and explanations were made relative to the projected Canal and its prospect, there appeared among our most respectable citizens, an anxious and ardent desire to become Stockholders and Subscribers to the said Stock. When the books were opened, the whole quantum of Stock allotted to this city was taken with avidity, amounting to 7,800 shares, upon which \$5 per share was paid at the time of subscribing.

The Commissioners appointed an early day to organize the Company. Accordingly after due notice being given, an election for directors was held in May last, at the Village of Newcastle, in Mercer county, Pa. a point near the junction of the intended Canal with the Beaver division of the Pennsylvania State Canal.

As one of the Commissioners authorised by law to hold this election, I proceeded to the appointed place, clothed not only with the power of a Commissioner, under the joint law of Ohio and Pennsylvania, but I was also honored with the power of Attorney, to act as proxy for a large majority of the Stockholders of this city, and to represent their interests in this great undertaking. For this mark of confidence, gentlemen, I return you my sincere thanks. For the manner in which I made use of this trust, it is now my duty to explain.

Proceeding from this city to the west, I passed through Pittsburg. I found on my arrival there, that this enterprising and improving city felt a deep interest in the contemplated Canal, and were anxious to have a representation in the Board of Directors. I consulted with the friends of the measure in that place, relative to the formation of a proper ticket. Several respectable names were submitted, among others that of William Robinson, Jr., a gentleman well known for his intelligence and active zeal, in promoting works of public improvement, and who was subsequently elected.—As the Charter authorises but seven persons to be chosen as Directors, it was thought most for the interest of the Company, that a majority of them should reside contiguous to the line of Canal.

On the day of election at Newcastle, there was assembled at that place a large collection of citizens from Ohio and Pennsylvania. All seemed anxiously impressed with the importance of the undertaking. After consulting with a number of the friends of the Canal, the following ticket was agreed upon and elected, viz:

Gen. Abner Lacock, of Beaver Co. Pa.

Wm. Robinson, Jr., of Pittsburg.

Jos. T. Boyd, of Newcastle, Pa.

William Boyd, of Philadelphia.

Messrs. King, Sloane, and Rayen, of Ohio.

The quantum of Stock subscribed by citizens of Pennsylvania, being much the largest, it was thought advisable that a majority of the Board should be elect-

ed from that State. Although but a small portion of this Canal will pass through Pennsylvania, the greater part being within the boundaries of Ohio.

Immediately after the election for Directors, the Board met, and proceeded to business. General A. Lacock, was unanimously chosen President, and Leicester King, Secretary pro tem. Mr. Fitch, of the Western Reserve Bank, Treasurer. The salary of the President was fixed at \$1,500 per annum. Secretary \$3 per day, when on duty. The Treasurer \$500 per annum, giving bond and security for the faithful discharge of his duty.

The Board then chose two principal Engineers for the construction of the canal. Mr. Harris lately engaged on the Pennsylvania Canal, and Mr. Dodge of Ohio.

Both of these gentlemen are practical and scientific Engineers of acquired reputation, lately employed on the great state works belonging to Ohio and Pennsylvania. The salaries allowed these gentlemen were \$2000 each per annum. Mr. Harris has the construction of the Eastern, and Mr. Dodge of the Western Division of the Canal. An executive committee was also appointed to assist the President in the necessary arrangements.—To procure releases for damages, to make contracts, &c. Messrs. Sloane and Rayen, together with the President, compose this committee; while engaged in actual business for the company, a compensation of three dollars per day will be allowed them.

Having thus organized the Board and its Officers, I think the Stockholders have every reason to be satisfied with the choice, as the gentlemen selected, are believed to be men of integrity of character, of much moral worth, intelligent and zealous in promoting the work they have undertaken. A system of by laws for the government of the Board was also adopted, and authority given for an office to be established in Philadelphia, for the transferring the shares of Stock of the Company. A call on the Stockholders for the payment of the 2d instalment of 5 dollars on each share, was likewise made payable in this city at the Mechanics Bank, on the 6th July last. The Engineers were directed forthwith, to organize an efficient corps to make the necessary surveys and estimates of the route of the proposed Canal. Having made these preliminary arrangements, the Board adjourned to meet at Warren on the 1st Wednesday in July.

On that day the Board met agreeably to adjournment, all the members being present. The Reports of the Engineers were submitted and considered. The Board agreed to commence active operations at the junction with the Pennsylvania State Canal, crossing the Shenango river, at the point of junction by an Aqueduct, and carrying the canal up the Mahoning river on the N. E. bank thereof, in the direction of Youngstown; this part of the Eastern division is under the charge of Mr. Harris, as principal Engineer. The Western division including the summit level, and deep cut near Ravenna, was placed under the direction of Mr. Dodge, late principal Engineer on the Ohio Canal. Near the Village of Ravenna is considered the most difficult point on the route to execute; a deep cut is necessary at this summit to interlock the waters of the Cayahoga, and Mahoning rivers. The summit will be fed by waters which will be introduced from the adjacent lakes, lying on each side of it. To accomplish this, it will be necessary to make embankments across the outlets of these natural reservoirs, and to keep them replenished; the waters of the Cayahoga and Breakneck will be occasionally introduced into them by means of feeders. The Engineer is of opinion, that a great portion of the deep cut or summit, can be excavated at a very reasonable expense, by conveying a stream of water to the summit height, and letting the water by its rapid descent cut its way through the earth to the necessary level. If no rock presents itself, this simple plan will save a heavy expense in excava-

tion. In the neighborhood of Akron, I had an opportunity of witnessing the effect of the action of water in cutting down heights.

A road was excavated in this manner, through a hill of 60 or 70 feet elevation in a very short time, and at a very inconsiderable cost.

The Board of Directors having, in company with the Engineer, examined the summit level, the adjacent lakes, and surrounding country, and having satisfied themselves that there was an abundant supply of water at this important point, not only for the summit, but to feed the canal for a considerable distance, both east and west, returned to Warren. Three of the Directors having first explored the route of the Canal from Ravenna, westward to its junction with the Ohio State Canal at Akron, and found this part of the line, and the country through which the Canal will pass, admirably adapted for the formation of a good navigable canal, and at a reasonable expense.

Agreeably to a resolution of the Board, passed at this session, contracts for letting the eastern portion of the Canal, from its junction with the Pennsylvania Canal near New Castle, to near Youngstown were authorised. After due notice having been given, contracts were entered into on the 10th day of August last, for the excavation of this part of the work, at a rate *much lower* than the estimate of the engineers. An additional extension of this eastern portion of the canal from the neighborhood of Youngstown, to the vicinity of Warren, is also located, and was put under contract on the 21st instant, which will make upwards of 30 miles of canal under operation on the eastern division, and which, if no untoward circumstance occurs, may be completed and in operation at the close of next season, making by this improvement (with the exception of the Allegheny Rail Road) a complete artificial water communication between the city of Philadelphia and the vicinity of Warren—through the heart of the Connecticut reserve, at once available for internal transportation. A distance of upwards of 500 miles from this city, via Pittsburgh, the Beaver line of Pennsylvania Canal and the Mahoning line of Canal that will be in use at that time.

The summit level and deep cut are also under progress, and the line down the Cayahoga is only delayed on account of a rivalry between two villages, viz: that of Middlebury and the Great Falls Village. Routes by both these places are practicable, and both, in order to induce the Company to give a preference to their own village, have made very liberal offers of land and water power, in case the canal is located agreeably to their wishes.

The Executive Committee, in deciding upon this delicate point, thought it for the interest of the Company to give the Middlebury route the preference. The parties at the Great Falls of Cayahoga think themselves aggrieved by this decision, and in consequence there has been no contracts made for this part of the line.—At the next meeting of the Board this subject will be considered and finally disposed of.

The extent of the *Pennsylvania and Ohio Canal*, when completed, from the intersection of the Beaver line at New Castle, to its termination at or near Akron, on the Ohio Canal, will be about 90 miles, exclusive of feeders. Its capacity and size of the locks, will be made correspondent with the State Canals of Ohio and Pennsylvania. From the nature of the ground, and the facilities of excavating and constructing a canal in this part of the country, and at the prices for which the work has been contracted for in the recent lettings, it is confidently believed, that the whole work can be accomplished at the *estimated cost*, and that the subscription of stock now made, will, when paid up, be ample to complete this important work.

The subscription amounts to about 900,000 dollars. Should, however the work amount to one million of dollars, still it will be one of the cheapest works, for

the magnitude, ever constructed in this or any other country. And there can be no doubt of its paying the stockholders, on completion, a large interest for the money invested—running through a well populated and fertile country, abounding in agricultural productions, as well as the most ponderous articles of coal and iron—connecting, as it does, the great works of the State of Pennsylvania with that of the Ohio Canal, which passes through the heart of this fertile region, and terminating at a point immediately within reach of Lake Erie, it has the great advantage of enjoying the transit of goods and produce from the east and the west, in an eminent degree, and of opening out a new and expanded trade by the N. W. through the lakes by the harbor of Cleveland, the extent of which at this time can scarcely be calculated.—To the friends of the Improvement system, the prospect is most cheering; and it must be obvious that this great link in the chain of connection is only wanting to insure to Pennsylvania and Ohio—to Pittsburgh and Philadelphia, the greatest portion of the immense western trade, so essential to the interests and prosperity of our trading community.

To accomplish, then, this work—to accomplish it with economy and despatch, it is necessary that the stockholders should be punctual in their engagements, and pay up their instalments as called for.

I regret to say, that a considerable portion of the 2d instalment is yet unpaid in this city by the subscribers and stockholders. The work ought not to be jeopardized by such remissness. As a Director of the company—as one interested in the prosperity and success of the undertaking, I most respectfully request and entreat of those stockholders who have delayed payment, to pay up their respective instalments without further delay. The western subscribers have in the most honorable and cheerful manner complied with the requisitions of the Board, in making their payments as called for. The citizens of Philadelphia, so deeply interested in the prosecution and completion of this canal, ought to require no stimulant to induce them to action, and comply with their engagements. They are aware of the competition for the trade of the west by our neighbors of New York and Baltimore. They are aware of the rail roads and canals extending by these rival cities, to intercept and engross this trade. We ought not—must not lose it; we have now the opportunity, in a great degree, of securing it, by the shortest and best route; let not the opportunity pass neglected. Philadelphia has done much for internal commerce, and when by this route, she can at a very reasonable expense, secure not only a great portion of the western trade, but also that of the rapidly increasing new states, bordering on, and washed by the inland seas, to which this channel directly leads; who can doubt of the immense trade that will pour through this great artery that connects so many and such distant points. To the merchants and traders of Philadelphia, these considerations will no doubt have its due influence. To those who have subscribed as a matter of investment, I would ask them to look at the prospects and effect of the State canal of Pennsylvania—of the Union canal—of the works of the Lehigh company, and the Schuylkill canal, all of which have been accomplished at an extraordinary expense, and all of which by their increasing trade and tools, will richly repay the proprietors of the stock.

With these considerations, and with the expectancy of shortly setting out to meet my colleagues in the west, to further the prosecution of the work we have undertaken, may I not say to the board of Directors when I meet them in Ohio, on the first Wednesday in October next, that Philadelphia is not unmindful of her own interests and of that of the west, and that the stockholders will not prove delinquent in furnishing the means for prosecuting this great work to final completion.

Complaints have been made by many of the subscri-

bers as to the manner in which the stock is held and transferred. It is the defect of the law, over which the directors at present have no power, to alter or control. At the next meeting of the Legislature, application will be made to remedy this defect, and it is believed so reasonable a request will be readily complied with.

I have in this communication given a plain statement of facts, as they appeared from my own personal inspection, or what I have more recently learned from correspondence with the officers of the company. These statements are made not for the purpose of deception or exaggeration, and the inference which may be drawn from the nature, character, and prospects of the work, the subscribers and stockholders may judge how important it is that the requisite funds should be furnished, so that the work may be prosecuted with energy and success.

All of which is respectfully submitted by

WM. BOYD.

On motion of Joseph S. Reilly, Esq. seconded by Josiah Randall, Esq., the following preamble and resolutions were read, considered and adopted:

Whereas, a large subscription of stock of the Pennsylvania and Ohio Canal Company, has been made by the citizens of Philadelphia, for the purpose of effecting a complete water communication between the Pennsylvania State Canal of the Beaver division, and the Ohio Canal, by means of a cross cut through the Valleys of Mahoning and Cayahoga; and from the representations made, and the work already in progress, it is believed that this important link in the chain of an improvement system, can be effected at a very reasonable expense, and will, when completed, be of inestimable value to the trade and prosperity of Philadelphia. That to secure its certain and speedy completion, it is necessary to fulfil the engagements made by the subscribers and stockholders, by punctually paying up the instalments as called for, Therefore

Resolved, That the delinquent stockholders and subscribers be earnestly requested to pay up their respective instalments, now due, without further delay; and that the future instalments, when regularly called for, be punctually paid, by the stockholders.

Resolved, That it be recommended to the directors and officers of the Company, to prosecute the works of the canal, in the most vigorous manner, towards its completion having due regard to economy, as well as permanency and solidity in the construction of the works.

On motion of John Moss, Esq.

Resolved, That the thanks of this meeting be presented to Wm. Born, for his zeal and fidelity in promoting the interests of the stockholders and the public, in the prosecution of this important work.

Resolved, That the proceedings of this meeting be published.

JACOB RIDGWAY, Chairman.

ROBERT TOLAN, Secretary.

EULOGY ON CHIEF JUSTICE MARSHALL.

September 24th, at 11 o'clock, A. M. the City Councils and authorities generally, assembled in the Hall of Independence, where they were met by the judiciary, the public officers generally, foreign ministers, the clergy, and a great number of gentlemen of distinction, visitors in the city. At half past eleven a procession was formed, and the company went to the Musical Fund Hall, in the order indicated in our paper of yesterday. When the right of the procession reached the Hall, the front door was thrown open, and the members entered. The room was about two thirds filled with ladies, who had been permitted to enter, unattended, since eleven o'clock. The Councils, Mayor and Aldermen, and many of the invited guests occupied

the staging of the Hall, used as the Orchestra. In front was the orator, the Hon. Horace Binney, attended by the President of each branch of the City Councils, at the right of the orator was the venerable Bishop White, in his clerical robes, at the right of the Bishop most of the prelates of the Episcopal Church of the United States. Among them we noticed the venerable Bishop Moore, of Virginia, Bishop Doane, of New Jersey, Onderdonk, of New York, Smith, of Kentucky, Onderdonk, of Pennsylvania, and some others. Bishop White commenced the services by an eloquent and appropriate prayer, at the close of which Mr. Binney commenced his address. We will not attempt to praise this truly excellent discourse, as it will be published by order of Councils, but we may be allowed to say, that all that had been expected of the gifted speaker, was more than realised—and those who had loved the venerable Marshall as one of the nation's fathers, felt, as the orator set forth the strong points of his character, how deserved was that love—how justly founded was the veneration in which they held the memory of the deceased. The address was not merely an eulogy, it was an instructive lesson from the past, and men left the Hall better and wiser than they entered. One hour and three quarters were occupied in the delivery of the eulogy, and never have we seen an audience more fully absorbed in the subject before them. Many stood up the whole time, and yet there was not a movement indicative of impatience. The orator alone might think of weariness. The only matter of regret was occasioned by the incapability of the Hall. Several thousands were accommodated, but several thousands returned without gaining admission. All who heard the address joined in the voice of approval, and those who lost the advantage, will find their consolation when they have the privilege of reading the eulogy.—*U. S. Gaz.*

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Sept. 24, 1835.

COMMON COUNCIL.

Mr. Williams, from the Special Committee appointed to make arrangements for the eulogy on Judge Marshall, made the annexed report, the resolutions attached to which were unanimously adopted, and concurred in by Select Council.

The Select Committee appointed to make arrangements for the eulogy by the Hon. Horace Binney, upon the life and character of the late Chief Justice Marshall, have pleasure in reporting that in the fulfilment of the duties assigned them, they addressed letters of invitation to the President and Vice President of the United States, the Heads of Department, the Judges of the Supreme Court of the United States, and of the District Courts of this and the neighbouring States, the Governor and Judiciary of Virginia; Governors of Delaware, of New Jersey and New York; the Governor, Judiciary and members of the bar of this State, and numerous other distinguished individuals. The Committee have received replies from the President and Vice President of the United States, the Heads of the Departments, the Governors of Pennsylvania, New York, and Delaware, several Judges of the Supreme and District Courts of the United States, and from others whom they addressed. The letters accompany this report.

The eulogy was delivered this morning in the Hall of the Musical Fund Society, in the presence of a vast number of citizens and strangers, and the interest of the occasion was greatly heightened by the clerical services of the venerable Bishop White.

The deserved and enviable reputation of the orator, produced an universal anxiety to hear his delineation of the character of the great and good man, whose private life and public services were the subject of his address. Aware of this, the committee had obtained for its de-

livery the most ample accommodations within their power, but these proved entirely inadequate to admit numbers who surrounded the doors of the Hall. And the only circumstance not productive of unalloyed gratification to your committee, was that the want of room prevented many from participating in the high intellectual treat enjoyed by all who were present. Your committee regret extremely that any were deprived of that pleasure, but they beg leave to assure the Councils that no exertions were spared on their part to obviate this inconvenience as far as was possible.

Your committee cannot conclude their report without congratulating the Councils, that they have had the honor to pay one of the first tributes to the memory of the late John Marshall—a tribute they may be permitted to say, every way worthy of him whose virtues, talents, and services it commemorates, and which will add another laurel to the wreath already encircling the brow of its author.

The committee venture to offer the following resolutions:

1st. Resolved, That the thanks of the Select and Common Councils, be presented to the Rt. Rev. William White, D. D., for the gratifying part which he bore in the solemnities of the occasion, and that he be requested to furnish a copy of his prayer, to be published with the proceedings of the day.

2d. Resolved, That the thanks of the Select and Common Councils be presented to the Hon. Horace Binney, for his appropriate and eloquent eulogy on the life and character of the late Chief Justice Marshall, and that a copy be requested for publication.

3d. Resolved, That if the prayer and eulogy be furnished agreeably to the request of the Councils, the committee be authorized to cause two thousand copies thereof to be printed.

JOS. R. CHANDLER,
HENRY J. WILLIAMS,
LEMUEL LAMB,
DENNIS MCCREARY,
JOS. A. LIPPINCOTT,
JOHN P. WETHERILL.

Horticultural Exhibition.—The exhibition at the Masonic Hall yesterday of flowers, fruits and vegetables, attracted during the day a larger assemblage of visitors than had been present on any prior occasion, and during the evening the hall was crowded to overflowing. This morning the exhibition was continued, and will be kept open during the afternoon and evening, so that those who omitted the first opportunity, may have the chance of a second.

The flowers at this season of the year are not so numerous as they were at the summer exhibition, but upon no former occasion has there ever been presented so magnificent a display of dahlias. Of this beautiful flower, there are probably 200 varieties, amongst which are some entirely new ones, and what is worthy of notice is, that many of the richest and fullest, were grown from slips cut in the spring of the present year.

Of fruits, the collection is truly splendid. The season for peaches has been bad, and the assortment is limited, but of pears and grapes of the most delicious qualities, the assortment is very great. Amongst the *Seckel* pears, we noticed a parcel plucked from the *original tree*, on the farm below the city belonging formerly to Mr. Seckel, but now to the estate of Mr. Girard, from which the whole stock of pear trees of that species in the United States, has descended. This tree was known as far back as the time that Congress first sat in Philadelphia, which was in 1789, as we were informed many years ago by a gentleman who was at that period a member of that body, and was well known to General Washington during his Presidency, as Mr. Seckel used to send him a regular supply of the fruit.

Of the vegetables exhibited on this occasion, consisting of all the varieties which are to be found in our market, many of them are truly gigantic in size. There is one cabbage which will probably weigh twenty pounds, and some beets that are nearly as large as a man's head.

In making up this collection, some fifty or a hundred gardens have been laid under contribution, and that the public may know the names of the individuals who have taken an interest in furnishing this rich treat, we have been at the pains of procuring a list as complete as we could obtain it, which comprises most of them, as well amateurs as professional gardeners.

Contributors in plants.

Messrs. Henry Pratt,	Alex. Parker,
Dryburgh & Sherwood,	D. & C. Landreth,
Mrs. Hibbert,	Danl. Maupay,
A. D' Arras,	Bernard M. Ogden.
George Pepper,	Robert Buist,
	John McAn,
Mrs. Stott, by Wm. Chalmers, gardener.	

Contributors in Dahlias.

Messrs. Henry Pratt,	Dryburgh & Sherwood,
Dan. Maupay,	Robert Buist,
Joshua Longstreth,	Dan. McAvoy,
Bernard M. Ogden,	J. J. Spencer,
Robert Carr,	
F. Briell, of Jersey city, near New York.	

Contributors in Vegetables.

Messrs. J. P. Gummere, of Burlington.
Geo. G. Hatch, of Camden.
J. J. Hatch, of Camden.
Hugh Hatch, of Camden.

Samuel Williams,	Jacob Engelman,
D. Maupay,	James Beadle,
Henry Pratt,	Ashton Barlow,
George Esher,	George Sheaff,
Anthony Felton,	

Contributors in Fruits.

Messrs. Henry C. Carey,	Dr. Blenin,
John B. Smith,	Algernon S. Roberts,
Jacob Copia,	Adam Price, Burlington,
P. H. Gorgas,	Wm. Quicksall, do.
Geo. Laws,	Geo. Sheaff,
Geo. Vaux,	Henry Pratt,
Mrs. S. E. Cresson,	John Heisler,
J. Burtis,	John Evans,
Thos C. Price,	Joseph Gorgas,
Rich. Robinson,	Joseph Chew,
Sam. Richards,	Dr. S. Harris,
D. & C. Landreth,	of Camden,
E. Harris,	Jno. M. Ogden,
S. R. Wetherill,	B. B. Shuster,
J. P. Mounier,	of N. Jersey,
A. D' Arras,	Joseph S. Burnett,
James Laws,	S. M. Cohen,
Price Wetherill,	A. Parker,
Pierson Serrill,	and Hugh, George G. and
Dr. J. W. Ash,	J. J. Hatch, of Camden.

The Horticultural Society contains 400 members, who pay three dollars annual subscription each. Those who may wish to become members, can apply to the Secretary, who will be found in the South West quarter of the Hall during the exhibition. The price of admission to the hall is 25 cents, a sum which every one who desires to encourage these useful and interesting exhibitions, and can afford the expense, ought cheerfully to grant.—*Phil. Gaz.*

We understand that the sale of the flowers, fruits and vegetables left from the exhibition, amounted to \$107, that the whole receipts in the three days exceeded \$1500. The number of visitors, including members who do not pay, and visitors on gratuitous tickets, could not have been less than 7000.

The Columbia (Pa.) Spy says—"We have neglected to mention the completion of the railway over the bridge at this place. Two lines of passenger cars pass over it daily, and judging from the burthen cars that pursue the same track, we should infer that our neighbors of Wrightsville had a good share of the transportation business. By the way, the engineers are now exploring a route for the rail road from Wrightsville to York, and we understand that it is the intention of the company to begin the work very shortly."

High Tide—Great Damage.—On Saturday night of last week, was one of the highest tides in the Delaware that is recollected in many years. The banks were nearly every where topped, and where there are no breaches the meadows are generally inundated. We have been informed that the great body of meadow on Repaupo, which cost so much labor and time to reclaim from the tide, is also under water by one or more heavy breaches. League Island, Hog Island and the meadows on most of the Creeks have similarly suffered. The loss of hay, grass and pasture, is great.—*Woodbury Herald.*

Receipts of Produce at Philadelphia from the West this season, up to September 1st.

Bacon,	5,265,065 pounds.
Tobacco,	4,405,506 "
Wool,	917,435 "
Flour,	163,280 "
Grain,	522,092 "

From the Camden Mail.

TOWN LOTS.

We had the rare occurrence in Camden, on Monday last, of a public sale of building lots; rare, not for the want of the article, nor of buyers, but from the indisposition of owners to let their property pass into the hands of enterprising and public spirited citizens, who would build upon and improve it. The lots sold on Monday, were laid off from the property of the Camden and Amboy Rail Road Company; and embraced that plot of ground now in part being filled up, which fronts on the road, to Kaighn's Point, running towards the river, and the large front upon the river, below the rail road and yet open to the influx of the tide. The first was divided into eighteen lots of 25 feet front upon the rail road or "bridge avenue," extending 135 feet deep to a twenty feet alley; and was keenly bid up to from \$620 to \$1220 per lot, averaging throughout, a fraction over \$750 each. The unenclosed front, which was not divided, brought five thousand dollars, and the whole sale realized to the company nearly nineteen thousand dollars, leaving them yet in possession of as much ground as is necessary for all their operations. There was no trouble taken to give publicity to this sale, and but little was known of it among the people hereabouts—a circumstance which had no influence in advancing the price. We understand a large house is about to be erected near the slip at the rail road wharf, and we have no doubt this change of hands in the property there, will give an impetus to improvement in that quarter of the town.

At the late General Episcopal Convention at Philadelphia, it was resolved that any diocese of a certain extent, containing eight thousand square miles, and thirty Presbyters, might, with the consent of the Bishop, thereof, be divided. At the instance of Bishop Onderdonk, of New York, the following opinions were given as to certain parts of the church service.—*N. Y. Amer.*

I. That in the Confession in the Daily Morning and Evening Prayer, the people should follow the minister,

not by paragraphs, as has been usual, but in the same manner as they unite in the Lord's Prayer, the Creed, and the Confession in the Communion Service.

II. That in all joint acts, where the minister and people are to unite audibly, as in the Confessions, the Creeds, the Lord's Prayer, the Trisagion, and the last of the prayers for Ash Wednesday, the word Amen should be pronounced by both the minister and the people; its use by the people alone being considered as then only proper when it is a response by them to an act of worship which has been audibly repeated by the minister only.

III. That there should be no prayer in the pulpit before sermon.

From the Pittsburgh Gazette, Sept. 28.

FIREMEN'S PARADE.

On Saturday last, according to previous arrangements, the "Pittsburg Firemen's Association," in company with the firemen of the Northern Liberties and Allegheny, met, for the purpose of public parade, and passed through our principal streets, with their engines, hose, and fire apparatus, splendidly distinguished by the badges of their respective Companies, and forming the most imposing and interesting spectacle of the kind ever witnessed in this city. Some of our first citizens bore the insignia, and occupied the stations of directors and engineers; offices which they have sustained for years; and the operators were young men, who, having but little at stake, and receiving no compensation for their services, voluntarily and cheerfully brave all weathers, and endure many and severe privations, for the sake of saving property from destruction by fire in this volcanic city. To be a worthy member of the "Firemen's Association" is no ordinary honor, especially, as it is conceded by visiting strangers, that our firemen are second to none in vigilance, skill, and execution. Without intending an invidious distinction, we cannot forbear the expression of our being particularly pleased with the appearance of the "Vigilant" and "Union" Companies. Their engines were drawn by white horses, superbly caparisoned. Connected with the "Vigilant," a beautiful device, executed by Miller, exhibited the goddess of protection in the attitude of vigilance, and holding in her right hand the horn of alarm. The citizens have reason to be proud of this "Association," and we are gratified to know that the City Councils are liberally disposed towards so valuable and meritorious an organization.

From the Pittsburg Gazette.

PENNSYLVANIA CANAL.

The report from the office in Allegheny gives but a poor exhibition of the business for the last week, but we hope in a short time to see a more encouraging account.

[Collector's Office, Allegheny, }
Western Division of Pa. Canal, Sept. 26. }

Amount received from November 1, 1834, to September, 19, as per last report,	\$29,503 72
Amount received in the week ending September 25,	415 31
Whole amount received to September 26, 1835,	\$29,919 03
52 boats cleared, having tonnage	1,699,883 lbs.
53 boats rec'd. cleared at other offices,	434,012 "
Total tonnage of the week,	2,133,895 lbs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 15.

PHILADELPHIA, OCTOBER 10, 1835.

No. 405.

From the Philadelphia Gazette and Intelligencer.

LEHIGH COAL.

Sir,—I send you for the Philadelphia Medical Museum, an account of some experiments made with the Lehigh coal, and the distinguishing characters of this combustible body.

Other inflammable substances, will no doubt be discovered in the United States, and should they be submitted to a proper course of experiments, bodies apparently of the same nature may be distinguished from one another, important services be rendered to our citizens, the arts be benefitted, and a foundation laid for a system of American mineralogy.

With respect, I am, dear sir, your humble serv't,

JAMES WOODHOUSE.

To Dr. JOHN REDMAN COXE.

Philadelphia, May 3d, 1805.

This coal is found in immense quantities, in Pennsylvania, in the county of Northampton, near the river Lehigh. It is of a shining black color, and stains the hands very little. Its fragments are tabular, as may be seen particularly after it has been submitted to heat.—Its specific gravity is 1.6181. It burns with very little flame, and no smoke, is with some difficulty kindled, and requires a considerable draught of air, to keep up its combustion.

When perfectly consumed, it leaves behind a small portion of white siliceous earth, containing no potash, and sometimes colored brown, by means of iron. It does not contain any sulphur.

Neither the sulphuric, nitric nor muriatic acids act upon it.

It does not take fire when reduced to an impalpable powder, and passed through the flame of a candle.

A piece of it red hot, containing about eight cubic inches, was placed in forty-eight ounce measures of atmospheric air over water, and suffered to cool. Upon passing one measure of this air over lime water, in the eudiometer of Fontana, it gave one per cent. carbonic acid gas. The remainder of the air, after being freed from the fixed air, was reduced in purity from 100 to 85.

One cubic inch of it red hot, suspended in ten ounce measures of oxygen gas, brightened very little.

The focus of an eleven and a half inch lens was directed upon a lump of it, contained in a bell glass, in twelve ounce measures of oxygen gas, over water, when it burnt with a considerable flame, and nearly in the same manner, as the James's river coal, when a blast of atmospheric air is thrown upon it. The gas was afterwards reduced in purity, and contained fifty per cent. of carbonic acid gas.

A quantity of the coal red hot, being extinguished under water, produced an inflammable air, without any mixture of fixed air.

Two measures of this gas, and one of oxygen air, exploded by the electric spark, in the eudiometer of Volta, left behind one measure of hydrogen gas, containing ten per cent. carbonic acid gas. Two measures of each

of the gases, by the same means, were reduced to something more than a measure of oxygen air, which was mixed with fifteen per cent. of the fixed air.

Four ounces of it, reduced to a coarse powder, were exposed in an earthen retort, to a red heat in one of Lewis's black lead furnaces, when it yielded three hundred and sixty ounce measures of hydrogen gas, of the same kind as that produced by extinguishing it, when red hot, under water.

The same coal, taken from the retort, and sprinkled with water, and exposed a second time to heat, afforded thirty ounce measures of inflammable air, in the first portions of which the carbonic acid was barely perceptible.

The steam of water was transmitted over the coal red hot, confined in a porcelain tube, and it gave hydrogen gas in torrents, mixed with ten per cent. of fixed air.—

Two measures of this hydrogen gas, after the carbonic acid had been separated from it, and one of oxygen gas, left near a measure of inflammable air, mixed with fifty per cent. of fixed air.

A fire was kindled at half past 11 o'clock, by placing a quantity of the Lehigh coal, upon a stratum of common charcoal, in a powerful air furnace, which was then filled with equal portions of the two substances.—As fast as the charcoal consumed, the Northampton coal was added, and at half past one, the furnace was completely filled with it, and two thirds of it red hot. At four, the coal was half consumed, and it continued burning, until 11 o'clock at night.

Five of Wedgwood's thermometer pieces, put in crucibles made of porcelain, were deposited in different places among the coal, that they might descend in different directions, and some of them be exposed to the greatest degree of heat. When they were cool, being measured by the gauge, they gave 70, 77, 150, 156 and 159 degrees.

125 is the highest heat Mr. Wedgwood could ever produce, in a common smith's forge, 160 in an air furnace eight inches square. Brass melts at 21—copper at 27—silver at 28—gold at 32, and cast iron at 130 of this thermometer. The welding heat of iron is 125.*

James's river coal, submitted to an experiment of the same kind, burned out in four hours.

A fire was made with the Lehigh coal, in a smith's forge, and two thick bars of iron were placed in it, and welded with great ease by the proprietor of the furnace.

The smith, his journeymen, and bystanders were convinced, that the heat was much clearer and greater, than that of the James's river coal.

As the Virginia coal burns with flame, and much smoke, a vast portion of this combustible substance, and the heat generated by it, is lost by passing up the chimney.

It appears from some of these experiments, that this coal does not unite to the base of oxygen gas, with as much rapidity as common charcoal, and that it decom-

* Description and use of a thermometer for measuring the higher degrees of heat, by Josiah Wedgwood, or Phil. Trans. vol. 72d.

poses water. Its flame, consisting of oxide of carbon or carbonated hydrogen gas, arises from this decomposition.

When it is exposed to a red heat, and contains little water, it gives rise to a peculiar species of inflammable air, without any fixed air; but when the steam of water is transmitted over it, in a red heat, the production of carbonic acid gas is very considerable, and when the hydrogen gas thus obtained is fired with oxygen gas, the fixed air generated, amounts to thirty five per cent. more than when it is procured from coal, united to a small quantity of water.

According to the opinions now generally adopted by the philosophers of Europe, the gases, when little water is mixed with the coal, must consist of oxide of carbon and carbonated hydrogen gas.

It will be said, the oxygen of the water, unites to parts of the coal, and forms oxide of carbon, while its hydrogen escapes, dissolves a portion of the coal, and makes carbonated hydrogen gas.

This explanation is far from being satisfactory, for no oxide of carbon can be detected in the gases produced by extinguishing this coal when red hot under water, or by submitting it to heat in an earthen retort.

The Lehigh coal promises to be particularly useful, where a long continued heat is necessary, as in distilling, or in evaporating large quantities of water from various substances; in the melting of metals, or in subliming of salts:—in generating steam to work steam engines;—in glass houses, and in common life, for washing, cooking, &c. *provided the fire places are constructed in such a manner, as to keep up a strong draught of air.*

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 213.)

CHAPTER IX.

Organization of the University after the union of the Schools.

To effect a satisfactory arrangement of the internal affairs of the institution was found by the trustees to be a task of some difficulty. It was evidently impossible, with the limited funds under their control, and with a proper regard to the best interests of the school, so to expand its establishment, as to embrace, in its various offices, all the professors and teachers who had been connected with the late college and university; and yet, a sense of the justice due to these gentlemen, as well as private feelings of friendship or regard entertained towards them by individual members of the board, demanded that as many of them should be included in the new scheme as might in any way be consistent with the great object, for the attainment of which they were to be employed. Between these opposing considerations, to hit upon the just medium, required the exercise of cautious reflection, and a spirit of mutual condescension among the friends of those candidates whose conflicting claims were in the way of a proper settlement. At length, however, a plan for the seminary was prepared, which, though not without some opposition, was ultimately adopted.

It was determined that, beside the charity schools, there should be three departments; those of the arts, of law, and of medicine. In the department of arts, five separate schools were instituted, to be placed under the care of six professors, assisted by as many tutors as might from time to time be deemed necessary. The first school was to consist of two philosophical classes, to be taught respectively by two professors; the one of natural philosophy, the other of moral philosophy. The four remaining schools were each to have a lecturer professor; the grammar school, a professor of Latin and Greek; the mathematical school, a professor of mathematics; the English school, a professor of English and the belles-letters; and the German school, a professor

of the German and oriental languages. To fill the six professorships thus established, three individuals were to be chosen out of each of the former faculties, in compliance with that provision of the act of union, by which the trustees were bound to select the officers of the university equally from the two seminaries.

According to the regulations above detailed, the following gentlemen were appointed to the chairs respectively connected with their names;—Dr. Ewing to the chair of natural philosophy; Dr. Andrews to that of moral philosophy; Mr. Davidion to that of Greek and Latin; Mr. Patterson to that of the mathematics; Mr. Rogers to that of English and the belles-letters; and finally, Dr. Henry Helms, the successor of Mr. Kunze in the late university, to that of the German and oriental languages.* At a subsequent election Dr. Ewing was chosen provost, and Dr. Andrews vice-provost.

From the above statement, it appears, that only two of the late professors, Dr. Magaw of the university, and Dr. Smith of the college, were omitted in the new appointments. The former of these gentlemen, understanding that by becoming a candidate he might interfere with the interests of his friend Dr. Andrews, generously declined a nomination; the latter, though supported by a large number of the trustees, had, however, a majority opposed to him, and was now finally separated from an institution, with the infancy of which he had become associated in early life, whose youth he had strengthened and adorned in the vigour of his age, and whose untimely decay, now in his declining years, was another link in the chain of sympathy by which it had so long been connected with his fortunes. The age and infirmities of the late provost were probably thought to unfit him for the superintendence of a great seminary, in which vigour of authority must be conjoined with extensive knowledge and talents for instructing; and an inferior station could hardly have been offered with propriety, or accepted without degradation. It is possible, however, that a little leaven of old political animosity may have lurked in the minds of those who opposed him, and mingling with the more obvious motives, have committed to them a force and influence which they might not otherwise have possessed. Yet this feeling, if it existed at all, must have been feeble; for no asperity marked the official proceedings, and every disposition was displayed to do, in whatever regarded pecuniary matters, all that justice could require. The doctor was allowed to retain, for one year, free from rent, the house which he had occupied as provost of the college; his claims upon the institution to the amount of nine hundred pounds were admitted and adjusted; and an annuity of one hundred pounds, formerly granted in consideration of his services in England, was now secured to him for life. The intimate connection of the affairs of the old college, in all its vicissitudes of good and bad fortune, with him who was its first and last provost, has necessarily brought before our view many events in the life of that prominent individual; and circumstances peculiar to himself—his learning, his talents, his public-spirited exertions, and the large space which he filled in the esteem and affection of a numerous and most respectable acquaintance—give these events a value in narration, which would, perhaps, have justified us in presenting them to the public in still more minute detail than we have deemed necessary merely for the illustration of this historical sketch. It may not be amiss to state, in taking a final leave of the venerable provost, that his life, already far advanced at the period of his separation from the institution, was protracted to the year 1803.

* The German school was maintained but for a short time, being either inadequately supported, or not found productive of those advantages which were originally proposed.

In the department of law, the regulations which originated with the late college, were still maintained, and Mr. Wilson was continued in his professorship. But the place seems to have been nominal; for no salary was attached to it, and sufficient encouragement was not afforded by students to compensate the trouble of a regular course of lectures. To the present time, instruction in law continues, on paper at least, to be a part of the scheme of the university. In the year 1817, attention was called to the subject by the announcement of a course from Charles W. Hare, at that time professor; and a respectable attendance was commanded by the high and well merited reputation of that accomplished lawyer. I am not aware, however, that the effort was continued beyond one season; and it has not since been repeated.

It has before been stated that a complete history of the medical school does not constitute a part of our present design. I shall now, therefore, merely mention the names of the gentlemen who were chosen professors in this department. The new faculty was composed of William Shippen, professor of anatomy, surgery, and midwifery; Caspar Wistar, adjunct professor of the same branches; Adam Kuhn, professor of the practice of physic; Benjamin Rush, professor of the institutes and clinical medicine; James Hutchinson, professor of chemistry; Samuel Powell Griffiths, professor of materia medica; and Benjamin S. Barton, professor of natural history and botany. Of these gentlemen, the first six were chosen equally from the late college and university; the seventh, though nominally a member of the faculty, was not placed on the same footing with the others as, by a resolution of the board, attendance upon his lectures was declared not to be an essential requisite for obtaining the medical honours.

CHAPTER X.

Account of the Professors of the University.

It will be most convenient for the sake of avoiding confusion in the subsequent narrative of events, to pursue at once down to the present time, the succession in the faculty of arts, without immediate reference to the particular situation of the seminary at the period of each new appointment. As the mere name of an individual is a blank to those unacquainted with his person, character, or history, a few condensed biographical notices will be necessary, in order that correct conceptions may be formed of the condition and merits of the institution of which the subjects of the proposed notices were the conductors.

The Rev. Dr. John Ewing, the first provost of the university, had risen by his own exertions from very humble beginnings. The son of a farmer of moderate circumstances in Maryland, and one of a numerous family, he had neither, when a boy, the advantages of a regular education, nor, in his manhood, the assistance of any influential relatives to push his fortunes in the world. Gifted, however, with a strong propensity to scientific pursuits, he improved the slender opportunities which were afforded him in his native place by industrious and eager application; and when old enough to enter upon an independent course of life, left his father's house, to seek elsewhere the means of instruction and support. Both objects were secured by an engagement which he formed, in the double capacity of pupil and assistant, with Dr. Allison, who then taught a private school, with much reputation, in the province of Pennsylvania. Such was his diligence in his new station, and such the extent of his acquirements, that on application for admission to the college at Princeton, he was not only received in one of the higher classes, but was also employed as a tutor; and was thus enabled to continue his plan of improving himself, and of earning a livelihood by assisting in the improvement of others. Having obtained his degree, he devoted him-

self to the study of theology; and returning to Dr. Allison, now vice-provost of the college of Philadelphia, qualified himself, under his instruction, for admission into the ministry. His first connection with the institution, over which he was ultimately called to preside, took place soon after this period. The absence of Dr. Smith in Great Britain, on the business of the college, having occasioned a temporary vacancy in the faculty, Mr. Ewing, though then only twenty-six years old, was thought qualified to supply his place in the charge of the philosophical classes. Shortly afterwards, he entered into the pastoral office as minister of the first Presbyterian congregation of Philadelphia, to which he continued attached during the remainder of his life. It was in consequence of this station that he became one of the trustees of the university, founded by the legislature upon the ruins of the college; and his elevation to the office of provost, while it was due to his attainments in learning and science, was undoubtedly facilitated by his known attachment to the principles of the revolution, and to the independence of his country.—That he should have countenanced the injury done to his former friends, and even been willing to partake of their spoils, is only a proof that the best men, by the violence of party excitement, are apt to have their vision so perverted, that an act of injustice, if it promote the great political object in view, assumes in their eyes the colour of necessity, if not of virtue. It has been seen, that on the union of the schools, his claims to the provostship were thought to over-balance the high qualifications and long services of Dr. Smith. He continued to preside over the university, and to perform the duties of professor of natural philosophy till 1802, when he died, at the age of seventy-one years. But for a short time before the close of his life, he was disabled by ill health from that steady and vigorous application to the business of his station which had characterized the early period of his employment, and by which alone he could compensate the university for that unfortunate division of his time and attention, which his adherence to the pastoral office rendered necessary. From the accounts which are left of Dr. Ewing, he appears to have been characterized rather by strong judgment and indefatigable application, than by great genius or brilliant imagination. As a mathematician he was thought not to have a superior in the Union. His classical attainments were highly respectable, and by a fondness for biblical researches, he was led to devote much time to the study of the Hebrew language. While the extent of his acquirements commanded the respect of all, the mildness and goodness of his character, and the excellence of his social qualities secured him the kindness and affection of his companions. On a visit which he paid to Great Britain, before his elevation to the provostship, he was received with the highest marks of favour in the literary circles of Edinburgh and London, where he acquired the friendship of several distinguished men, particularly of the celebrated historian Dr. Robertson, by whom he was remembered affectionately to the time of his death. It was on this visit that he received, without solicitation, the title of Doctor of Divinity, conferred on him by the university of Edinburgh. The lectures on natural philosophy which he delivered to the classes under his care, were printed after his death, and, though at present out of date, attracted considerable attention at the time of their publication.

The place left vacant by the death of Dr. Ewing, was not filled by a new appointment till the year 1806, when John M'Dowell, L. L. D., of Annapolis in Maryland, was induced to resign his station as principal of St. John's College, in order to accept the professorship of natural philosophy in the University of Pennsylvania, which was offered him by a unanimous vote of the board of trustees. In the commencement of the following year he was elected provost; but the state of his health was found to be incompatible with the duties

he had undertaken to perform; and in little more than three years after entering the institution, he retired into the country, and left to the trustees the embarrassment of another choice. He afterwards evinced his attachment to the school, by supplying a temporary vacancy occasioned by the resignation of his successor; and still later by the bequest of his books, which now form a valuable part of the library belonging to the institution.

At the period of Dr. M'Dowell's retirement, Dr. Andrews had been vice provost for nearly twenty years; and his services both in the college and university, together with the respectability of his attainments and character, entitled him to what little addition of honour and emolument was to be derived from his elevation to the higher post. A native of Maryland, he was, at the age of seventeen, sent to receive his education in the college and academy at Philadelphia, where he graduated A. D. 1765, and was immediately employed as a tutor in the German school; thus beginning his career in the lowest station of that institution, in the highest office of which it was destined to close. Having qualified himself for the ministry, and received regular ordination in the Episcopal church from the bishop of London, he entered into the service of the celebrated English "Society for propagating the Gospel in foreign parts;" and, in the capacity of a missionary, preached at different places in the interior of Pennsylvania and Maryland. The revolution found him settled with a congregation in the latter of these provinces; but as his political sentiments were not exactly accordant with those of the great majority of his parishioners, his situation soon became so uncomfortable as to induce him to remove to Yorktown, where he maintained himself for many years by the profits of a flourishing school. In 1785, he accepted an invitation to take charge of the Episcopal academy then just established in this city, which he continued to superintend, till, upon the revival of the college and academy, he was induced to become a colleague of his former master, Dr. Smith, in the management of the philosophical school. I have already spoken of his long services in the university. In December 1810, he was unanimously elected provost; but his health now began to give way, and he was compelled to withdraw from the institution, after having enjoyed his elevation little more than two years. Though not described as a man of splendid abilities, Dr. Andrews was highly esteemed as a first rate classical scholar, and an excellent teacher. The works he has left behind him are the living records of his diligence and skill—they are the numerous men of note in the various walks of professional life, the foundation of whose reputation was laid in the instruction they received from him in their youth.

In reply to the letter in which Dr. Andrews, a few months before his death, announced his desire to resign his station in the university, the trustees expressed their high sense "of the unremitting industry and great ability with which he had successively filled the offices of provost and vice-provost;" and communicated their unanimous resolution that the salary which he had hitherto received should be continued to him during the remainder of his life. The Rev. Frederick Beasley, the present learned and respected provost, was chosen to succeed him in July, 1813.

Having spoken of the successive principals of the university, it remains that I should briefly notice their several co adjutors. It will be remembered that Robert Patterson was one of those who were selected from the faculty of the late university, with which he had been connected from its origin, first in a subordinate capacity as a teacher in the mathematical school, and afterwards with the title and privileges of professor. Few teachers in this city have passed through a career at once so long, so uniformly correct, honourable, and prosperous, as that which prudence and fortune combined to mark out for this gentleman. Though an Irish-

man by birth, he came to this country before the revolution, and possessing therefore all the rights and feelings of a citizen, exhibited, throughout the course of his life, a warm attachment to our republican institutions, and a passionate interest in our national honour and greatness. Some previous experience in the art of teaching, and a skill in the mathematics which was the natural result of diligent application, great mental accuracy, and clearness of intellect, fitted him well for the chair, which, without the extraneous influence of friends and relatives, they enabled him to attain. To the professorship of mathematics, after the death of Dr. M'Dowell, he united that of natural philosophy; and in the year 1810 was made vice-provost, in the place of Dr. Andrews. Independently of his emoluments from the university, he for many years enjoyed a considerable salary as president of the mint. Thus comfortable in his circumstances, he was enabled, in the decline of life, to withdraw from the fatigues of his professorship, and to seek that repose which was now essential to his tranquillity. Testimonies of the public esteem followed him into retirement. The degree of Doctor of Laws was conferred upon him by the institution which he had so long and diligently served; and in the presidency of the philosophical society, to which he was appointed on the death of Dr. Wistar, he received the highest literary honour in the gift of any association on this side of the Atlantic.

At the time of his resignation, a favourite son had been chosen to supply his place till a regular appointment should be made. He lived not only to witness the confirmation of his son in the professorship, but to experience, from his honourable exertions and well merited reputation, the purest gratification of which the parental heart is susceptible. To crown the felicity of his lot, he had united the Christian with the philosopher; and, at a good old age, went down to his grave, with the full assurance that he should rise again to a happier and more exalted existence. Dr. Robert M. Patterson, the present vice-provost and professor of natural philosophy, succeeded his father, A. D. 1813.

Of the professors who belonged to the college before its overthrow in 1779, Mr. Davidson alone had retained his station through all the subsequent changes. In the superintendence of the academy of Newark in Delaware, he had exhibited such evidence of his familiarity with the learned languages, and of his abilities as a teacher, that on the death of Mr. Beveridge, he was thought qualified to supply the place of that accomplished scholar, and was invited towards the close of the year 1767, with offers too favourable to be resisted, to take charge of the Latin school. That his talents continued to be held in high estimation is evinced by the fact, that in each successive change of the institution, care was taken to secure his services. The same fact speaks favourably of the prudence and general moderation of his character, by which he was enabled to steer through the embarrassments of a most agitated period, without either striking against the prejudices and passions which beset him on all sides, or suffering himself to be carried away by the violence of the currents which swept across his course. In the same tenour of usefulness and respectability his life ran evenly on, till at length the debility of old age overtook him, and rendered a retirement from active duties advisable on account of the university, and necessary for his own comfort. Upon the occasion of his resignation, the board of trustees, expressing the "high regard and respect" which they entertained for him, resolved that "in consideration of his long and faithful services," he should be allowed an annuity of two hundred and fifty pounds per annum, and the use of the house which he then occupied, during the remainder of his life. Mr. Davidson resigned in February, 1806; and in the month of May following, James G. Thompson, the present excellent professor of the Latin and Greek languages, was appointed in his place.

The Rev. William Rogers, professor of English and the belles-letters, was a clergyman of the Baptist church. He had served during the revolution as chaplain in the army, and afterwards had the charge of a congregation in this city. His office in the university, though nominally on a footing with the other professorships, was in fact regarded as less essentially connected with the interests of the seminary, and therefore commanded less both of influence and emolument. Of so little importance indeed was it considered, that, in a change of regulations which took place in the year 1810, the trustees resolved that it was expedient to suppress it; but, at the same time, unwilling to wound the feelings of Dr. Rogers, they determined that it should remain in its former condition till after the death or resignation of that gentleman. The latter of these contingencies was soon realized. Unwilling that the institution, from a regard to his convenience, should continue to suffer an unnecessary burden, he withdrew from it altogether, and left the board at liberty to make whatever arrangements they might deem most salutary. Dr. Rogers, after surviving all his former colleagues, died recently at an advanced age.

(To be continued.)

From the United States Gazette.

NEW PRISON IN MOYAMENSING.

In a few days, the prisoners will be removed from the prison in Walnut street to their new abode in Moyamensing. We have thought that the great curiosity which many of our friends of both sexes have manifested, to visit the splendid building, so creditable to the liberality of the people and the taste and labors of the distinguished architect, THOMAS U. WALTERS, Esq. would warrant us in occupying a column, even in these times of "pressure," in describing what hereafter few, we hope, will be able to testify of "as what they have seen." We have, therefore, derived the subjoined particulars from the most authentic sources:

THE PHILADELPHIA COUNTY PRISON,

Is situated on the Passyunk road, about one mile south of the city.

The whole establishment was designed by Thomas U. Walters, architect, and executed under his direction. The corner stone was laid on the 2d day of April, 1832, and the buildings are now ready to be occupied.

The width of the front on Passyunk road is 310 feet, by 525 feet in depth. The entire façade is designed in the castellated style of architecture, a style peculiarly appropriate for the purposes of a prison. Towers are here seen rising above towers, and battlements above battlements, forming a magnificent pile of nearly eighty feet in height. The various parts of the whole mass beautifully harmonize with each other, and produce what may with propriety be styled *the poetry of architecture*.

The whole façade is composed of a blue Sienite obtained from the Quincy quarries in the state of Massachusetts.

The appropriateness and elegance of the design, the excellence of the material, and the beauty of the workmanship, are alike worthy of admiration.

The front consists of a centre building, surmounted by an octagonal tower, and flanked by two wings. These wings are terminated by massive octagonal towers. Bastions are placed on the extreme corners of the front, with wing walls connecting them with the octagonal towers.

The centre building stands 10 feet in advance of the wings, and is three stories in height. The width at the base is 53 feet, and at the top 50 feet, diminishing by

regular offsets at each story. These offsets are capped with a projecting belt.

On each corner of this building, there is a circular projecting warder tower, of five feet four inches in diameter, commencing at 10 feet below the top of the wall, and extending five feet above it. The front is crowned between the towers with projecting embattled parapets, supported on corbels. The warder towers are finished in the same manner.

The octagonal tower which crowns the centre building, is 14 feet in diameter, and extends to the height of 77 feet above the ground. The top is finished with a projecting parapet, pierced with embrasures.

All the heads of the windows in the front are made in the form of the Tudor arch, decorated with architraves and labels, and the sashes are finished with appropriate tracery.

The wings are each 50 feet in width, and two stories in height. There are two principal gates of entrance into the prison, one of which is placed in the centre of each of these wings. The gates are 10 feet wide, and 17 feet in height, with a light over the top, secured by a strong wrought iron port-cullis.

The wings and the octagonal towers which flank them, are pierced with slip windows, and crowned with embattled parapets, in the same manner as the centre building.

The bastions on the extreme angles of the front are 15 feet wide at the base, and diminish to 13 feet in width at the top. They are finished with an embattled parapet, in the same manner as the rest of the work. The whole prison is arranged in two separate divisions; one part is intended for untried prisoners, and the other for convicts whose term of service does not exceed two years.

There are 408 separate cells, which are built in two blocks of three stories in height, extending from each wing, at right angles with the principal front. The cells open into a spacious corridor, occupying the centre of each block. The corridors are 20 feet wide, and extend the whole length and height of the building. There are lighter vertical windows placed above the roofs of the cells on either side. The approach to the second and third stories is by means of galleries of 3 feet 9 inches in width, supported on strong cast iron brackets, the stairways are formed of granite. The clerk has an office at the head of each of the blocks of cells, from which he is enabled to see every cell door in the whole range at the same moment.

Each cell is nine feet wide, thirteen feet long, and nine feet high, substantially arched with bricks and floored with oak plank. They are all furnished with separate hydrants, water closets, flues for ventilation, flues for admitting fresh air, (which may be regulated by the prisoners) and flues for admitting warm air, which is generated in furnaces placed in the cellar of the building. These furnaces are entirely of a novel and ingenious construction, and, by an experiment made during the extreme cold weather of last winter, the success of the plan was fully proven. The following is an extract on this important subject, from a report made by the architect to the commissioners for erecting the prison, dated January 7, 1835.

"We are now engaged in constructing the furnaces for heating the cells, one of which has been completed, and in operation for several weeks; this furnace warms sixteen cells in each story, making in all forty-eight cells.

It affords me great satisfaction in being able to say, that my expectations are fully realized in the performance of this furnace. To-day being as cold as any day we have experienced for several years, I was induced to try the temperature of the cells that are warmed by this furnace. The following is the result of the experiment:

In the yard of the Prison, the thermometer stood at

5 deg. above zero.—In the cell nearest the furnace this being

In the 1st cell in the first story it stood at 58 degrees	
16th do do do	55 do
1st do second story do	59 do
16th do do do	58 do
1st do third story do	60 do
16th do do do	61 do

This last cell is situated at the greatest distance from the furnace. The experiment was tried with all the cell doors open. By having these closed, several degrees will be added to the temperature of the cells. The animal heat of the inmates will also have a tendency to raise the temperature.

The experiment, therefore, fully proves that an equality of heat has been attained in the cells, notwithstanding their various distances from the furnace, the greatest difference being but 6°, and that difference is found in favor of the cell most remote from the fire. We are also satisfied that there is quite as much heat as the health and comfort of the prisoners will require.

Each cell is closed by two doors, one on the inside, and the other on the outside of the wall, they are both secured to a cast iron frame, which extends through the whole thickness of the wall; the inside door is a grating made of wrought iron, and the outside door is composed of wood.

The hydrants and water closets are supplied from twelve reservoirs, placed near the roof of the building; these reservoirs receive the water from Fairmount being 42 feet below the Fairmount basins.

The Kitchen, Bakehouse, Laundry and Bath houses are situated in a separate building, occupying a space of 43 feet wide by 72 feet long, in the yard, between the two blocks of cells, they are approached from both divisions of the prison, by means of covered passages; these passages enclose a private garden, for the use of the keeper's family. The kitchen is furnished with a large steam boiler and four cast iron reservoirs, of 80 gallons each, in which all the boiling for the prisoners will be done by steam. The whole apparatus is admirably constructed.

There are also two other buildings in the yard, between the two blocks of cells, one of which is divided into apartments for turning, coopering, blacksmithing, carpentering, &c., and the other comprises a complete dyeing establishment, with all the necessary boilers, tubs, &c.

The whole of this vast pile of buildings is constructed in the most permanent and durable manner, and its external appearance speaks well the objects to which it is appropriated.

On the ground, to the north of this stupendous edifice, there is now being erected a prison for Debtors;—Mr. Walter is also the architect of this establishment.

The façade is designed in the Egyptian style of architecture, and is composed of red sand stone, obtained from the quarries on the Connecticut river near Middletown. The color of the materials comports well with the style of architecture, and will present a pleasing variety in the public buildings in Philadelphia.

The whole width of the front is 90 feet, and the depth 120 feet; the front entrance is formed by a recessed portico; ornamented by two columns of three feet in diameter, and 12 feet high, the windows are crowned with the massy bead, and cavetto-cornice, peculiar to the style; the top of the building is also finished in the same manner.

This establishment contains twenty-two separate rooms for prisoners, which open into two spacious halls, (one in each story) two rooms for witnesses, and accommodations for a keeper with his family.

This prison will be finished about the first of July next, at which time it may be expected that the Arch street prison will be vacated.

From the United States Gazette.

A VISIT TO THE WALNUT STREET PRISON.

In a very short time, the prisoners will be transferred from the old prison in Walnut street to the new prison in Moyamensing, and then the mass of stone and mortar, which has so long cast a gloom over the corner of Walnut and Sixth street, will give place to a comely array of marble and brick. Unwilling to suffer this remnant of other days to pass away without our seeing its interior arrangements, we, on Friday accepted the invitation of one of the officers to look through the institution.

The arched rooms on the right of the entrance are now occupied by the keeper and the board of superintendents. The files of dockets and records is extensive, and the list of inmates very large. We took occasion to look for the name of the first prisoner. It was Thomas McKnight. His crime had been burglary, and his sentence was "seven years" imprisonment, with forfeiture of goods and chattels." On the wall hangs an iron frame, curiously wrought; its purpose was to encase the body of a culprit who was sentenced to be gibbeted, so that he might not fall to pieces, while he

"Hung on high, to poison half mankind."

This prison was, during the occupancy of our city by the British troops in the revolution, their headquarters, and the floors of a considerable part give evidence of the free use they made of the axe in chopping wood. The front rooms were probably occupied by the officers. On the floor is marked a "draft board," and the removal of paper from the wall disclosed the remains of a likeness of George the Third, painted probably by one of the officers, perhaps Andre, as that officer was skilful with the brush.

Passing through the front building, we entered the centre yard, where a vast number of criminals were employed in sawing marble. In one of the long houses, we saw the weavers, the dyers and others, engaged in their several occupations. The tailors and shoemakers and blacksmiths were also busy, and we should think that they suffered less than is generally supposed, they having but little regard for the disgrace attending their situation.

Beyond the range of buildings just mentioned, we found an officer to whose care juvenile delinquents were committed. The number of this class is greatly diminished since the House of Refuge has been established.

One circumstance arrested our attention. The luxuries of green fruit can scarcely be supposed to find their way into a prison, and yet they would be keenly relished there; and to supply a want without violating a law, a great number of convicts had suspended from their windows, boxes of earth in which they had planted various seeds, and these had all apparently brought forth a goodly harvest; so that the hanging gardens of the King of Babylon have a parallel in utility, if not in splendour.

Beneath the eastern wing, projecting into the yard of the prison, is a long arched passage, dimly lighted with one or two lamps fastened to the masonry of the wall. Doorways at the side of this long subterranean chamber opened into dark arched cells, where no ray of light but by the door could find entrance, and where all that is imagined of the solitary and subterranean dungeon holes of feudal castles might be fully realized. Strong, massy chains were fastened to the floor, and the grating, and the thick iron studded doors, now thrown down, showed that an attempt at escape must have been futile. No prisoner has occupied these hor-

rible abodes for nearly forty years. The last prisoner had been thrust in for some crime out of the usual course, his situation not made known to the keeper, and he perished miserably, without being able to make his voice heard. What must have been the sensations of the poor wretch, thus to feel life passing away in the horrors of famine and darkness!! The upper rooms on Walnut street are, we believe, chiefly used for the sick, and so also with one or two in the rear. Beyond these, in the upper story, is a series of cells, wherein are confined several prisoners for crimes of various degrees of atrocity. We passed to this place over a kind of bridge, and it seemed to us a "bridge of sighs;" heavy chains rattled at the doors of the corridors that passed between the range of cells, and numerous heavy bars were removed, and strong locks turned, before the iron doors rolled heavy upon their reluctant hinges. We could see, through the gratings, the miserable prisoner stretched out upon the floor of his narrow abode, little curious to ascertain what had caused the disturbance, certain that it could not reach through the iron of his dungeon, or suspend the steady, galling operation of the deep and just vengeance of the law.

We paused at the grating of a cell, and the gentleman who accompanied us spoke to the inmate. The voice was that of kindness, and it was evident that the prisoner was used to that tone from the keeper. He stepped forward from the dark rear of the cell, and placed himself against the grated door. Ten long years had been passed in duration by this offender against our laws, and a strong iron frame, that had stood up against war and the elements, was yielding as a consequence of inaction. A strong light from an open grate in the passage where we stood, fell on the pallid features of the prisoner, and placed him in bold relief in the dark ground of his unlit cell.

The multitude in the yard and the workshops were busy; they seemed little different from the inmates of an almshouse; their number and movements prevented reflection; but here was food for thought. Hope had almost ceased with the man. Sixteen years of his sentence were yet unexpired; and there was scarcely a ground to expect that he would survive that period in confinement. With this world thus receding, we questioned him of his hopes of that towards which he was hastening. His mind was clouded; there was a lack of early favourable impressions, and he seemed to share in the common feelings of convicts, that his crime had not been more than that of men who had escaped with less punishment, and when we asked him of his sense of guilt towards HIM who was yet to be his judge, the poor man confessed his offences, but so mingled that confession with comparisons of crime, that we feared he saw darkly the path of duty; there was no complaint; much humility, much sense of degradation distinguished his speech, and a deep sense of gratitude towards the keeper who accompanied us was manifest in his manner and language.

Having answered the questions which he put to us on important subjects, with what little ability we had, and added the advice which mankind are more ready to give than to follow, we prepared to depart; a slight flush came to the cheek of the prisoner, as he pressed his forehead against the bars of his cell, and his hand, which long absence from labor and from light had blanched to the lustre of infancy, was thrust through the aperture, not boldly to seize ours, nor meanly to solicit, but rather as if in the hope that accident might favor him with a contact. Man, leprous with crime, is human—and a warm touch of pity passes with electric swiftness to the heart. Tears from that fountain that had long been deemed dried up, fell fast and heavy upon the dungeon floor.

The keeper had moved away from the grate, and we were about to follow, when the prisoner said, in a low voice.

"One word more, if you please. You seem to understand these things. Do the spirits of the departed ever come back to witness the actions and situation of the living?"

"Many people believe it," we replied, "and the scripture says that there is 'joy in heaven over a sinner that repenteth' on earth. It may therefore be true."

"It may be," said the man.—"My poor, poor mother!!"

* * * * *

In another cell, was stretched out a man whose crimes had some years since, brought him to his present place of confinement. He was reading a work which had a peculiar interest for him, as it was written in prison, and seemed particularly suited to his wants. While in some conversation with this man, we recollected that he could not read when he was on trial, and we felt anxious to know how he had accomplished the task of learning to read, while shut up in a cell, into which no one was admitted with him. The means adopted and the success attending it, are most worthy the notice of philosophers. Some time after this man was sentenced, another prisoner, under capital sentence, was confined in an adjoining cell. He could read, and the clergyman who attended on him left with him a bible, and this, with the devotional books, seemed to afford him so much consolation that he of the neighboring cell was made doubly to feel his deprivation. It was not long, however, before it was determined that the unlettered man should, if possible, have the benefit of reading. He was supplied with a bible, which was opened for him at a particular chapter, say the first of John's Gospel. The one who could read, opened his bible to the same place, and read the verse slowly; he then read the two first words, and his pupil in the next cell repeated the same frequently, and afterwards found the same words in other verses. Several other words in the same verse were got in the same way, and analysed; and thus slowly and surely the light of the Gospel was made to shine into a dungeon, where all circumstances seemed to conspire to spread the darkness of ignorance. Jacotot's French system of instruction is, if we remember aright, not unlike this of the prisoners. Whether it has been as successfully applied, we cannot say.

The western side of the prison house is occupied by the female convicts, who are employed in spinning, sewing, and in other offices suited to their sex. Their rooms were remarkably neatly arranged, and as clean as whitewash and soap-suds could make them. One only was in a cell, and she for some improper conduct in the house.

The prison and its inmates afford matter for deep reflection. We have not space to moralize on the subject. One poor wretch, who was piling wood in the lower vaults, remarked to us, that had he known the deep disgrace of crime, the utter separation from decent men which its commission produced, he should never have stolen. "Had I comprehended all these things," said he, "I would sooner have burnt my hand off than to have stolen a brass farthing."

"Perhaps," said we, with some confidence in our remark—"perhaps if youth were allowed to look upon the utter debasement and misery of the convicted inmates of our prisons, they would avoid the commencement of those crimes which would lead them hither."

"Something more than that is wanting," said the keeper.

The keeper stepped back a few yards, and looking upwards, drew our attention to a poor, miserable wretch, who was looking through the gratings of a sick room.

"The father of that young man was one of the keepers of this prison, and he left his situation, and died a convict in the penitentiary of a neighboring state; and that person, his son, who must have looked in upon

the misery over which his father watched, has, with his brother, been a regular and frequent tenant of this prison."

We felt that while the guilty inmates of a prison should offer the petition, "deliver us from evil," it was most fitting that those who had hitherto escaped crime, should breathe upward the prayer, "lead us not into temptation."

From the Wheeling Gazette.

PENNSYLVANIA IMPROVEMENTS.

Columbia rail road—canal—scenery along the Susquehanna and Juniata—rail-road over the Alleghanies—tunnels—canal to Pittsburgh

Who has travelled upon the great canal and rail-road through the states of Pennsylvania?—Many of your readers doubtless have, and have gazed with feelings akin to my own, upon the scenes of wildness, beauty and sublimity which are strewn along the route so abundantly as to elicit the constant admiration of the beholder. But judging from the general silence upon the subject, I am inclined to believe that all are not aware of the fact that there exists a public work so stupendous in our vicinity, or, if they have that knowledge, have never by their own experience tested its strength and magnificence.—This I have lately been privileged to do, and am possessed of the desire of gratifying myself and others by a brief account thereof in outline.

The length of the structure under discussion is 395 miles, 119 of which are accomplished by rail-road, and the remainder by canal. It is made to traverse the whole longitude of the state, and yet by persevering parallelism with the streams to and from their sources, on both sides of the Alleghanies, it avoids the numerous ridges of those barriers of the west, and by the bold passage of a single chain, leaves the waters that seek the ocean, to company with the tributaries of the mighty Mississippi.

From Philadelphia, 82 miles of rail-road carries you to Columbia, on the Susquehanna, which is the point where all the travel to the city, along the interior and frontier roads, crosses the river. In consequence, the locomotives are busied with the constant transportation of multitudes. To say that this course leads through Lancaster county, is a hint sufficient to summon the most exalted ideas of rich fields, meadows and woodlands, tidy homesteads, snug dwellings and a thrifty population every where visible in this garden of the states. The country between Philadelphia and the Susquehanna is proverbially beautiful. Along that river, beauty is alternated by rugged grandeur. Embarking on board a packet at Columbia, you are floated between the river and its lofty shore, separated from the former only by the breadth of the tow-path, which, for miles on the side toward the river, is solid and massive masonry. On the other side of the canal runs the turnpike, and so scant is the interval between the river and the shore, that for the passage of these thoroughfares of trade and travel, the very foundations of the hills have been cut away, and you sail along their bases, with the precipitous crags impending many hundred feet above you.

I passed this portion of the route by moonlight, and I shall never forget it. I stood upon the deck of our boat, whose lazy progress was told by the dreamy monotonous ripple beneath its bows, and looked upon a scene which millions might admire without the power to describe.—The night had come down calm and mild, and the darkness was just sufficient for the happiest effect imaginable upon the scenery—solemnizing, without obscuring its grandeur, like a veil upon a gigantic piece of statuary. The Susquehanna slept before me in its immense bed, guarded by mountains of the most picturesque outline beyond, and sentinelled

by numerous Islands all wooded and wild. The young moon looked with splendor upon the waters, as if to inspire their slumber with a brilliant dream, while a mass of gilt edged clouds lay strown along the west as for her pillow. Skirting the brow of the mountains, these clouds piled themselves against the north, where, among their dark fastnesses the lightnings flashed like the fiery glances of spirits of the storm. Almost over our tiny boat, beetled the cliffs of the eternal rock in tremendous profusion, and it required no effort of the imagination to perch upon their summits the genius of Romance, musing amid the solitudes of his wildering domain.

Following a close parallel with the Susquehanna, the traveller enjoys a view of all the giant features of the valley through which lie its many windings, and yet is not secluded from a knowledge of its cultivated and charming vicinity. Often does he turn his eye, almost wearied with a continual vision of sublimity, to feast it upon the civilized beauties which art has painted upon the face of the wilderness. Rich tracts of improved land, and more unfrequently a flourishing village, vary the scene, until at length the Susquehanna is forsaken for the Juniata, which at its junction with the former, effects the breadth and mien of a mighty river. Hitherto, your course has been northwardly,—now it turns to the west, and you wend your way onward amid solitudes as wild, along a stream as romantic, and through plantations as thrifty as any you left behind. Now and then an eagle is observed hovering over the crags where he has built his eyrie, and the bullet of the hunter may not reach him on his perch of pride. The irregularities of the Juniata compel to its frequent passage in order to a more direct course, which is accomplished both by aqueducts and ferries, and its company is kept to its very source among the mountains.

Two days and a half, and 172 miles from Columbia, bring you to Hollidaysburgh, at the base of the Alleghanies, and the "farthest springs" of the Juniata. Here you prepare to cross the mighty division of the east and west; not with the lumbering coach and sweat of tugging horses, with sleepless eye and wearied frame for three or four long nights of dogwatches; but at a single stage, seated at your ease in the steam-drawn car. The change from the sluggish motion of the boat to the speed of the car, is very acceptable, and this 37 miles of road over the mountains proves an agreeable interlude to the sameness of the journey.

A few minutes completes the transfer of baggage, &c., and then at a round rate you are hurried over a level of three miles to the foot of the ascents. Here the car is tied to a cable which goes upward until it is lost in the distance. The signal is given and you find yourself speeding into more elevated regions by the agency of an invisible power. A short interval and you are again upon a level—another, you are being hauled up a second plain. This is repeated until five plains are surmounted, and you stand upon the summit of the Alleghanies nearly 3000 feet above the plain below. Here the streams that are poured from the bosom of the hills divide on your right hand and on your left—the former to find a long path to the ocean, and the latter to swell the floods of the "father of waters!"

The reflections of the traveller from this position are perfectly unique. Here in the very heart of the lonely and unexplored forest, amid the forbidding solitudes of the mountain wilderness, still the home of the bear, the wolf, and the eagle, where the mossy rocks yet in their rest of ages beneath the shadows of the eternal forests—even here, the hand of improvement has been laid, and the repose of nature is broken forever. Her high places have been leveled for the thoroughfare of a nation's commerce, her secluded fastnesses have been opened to the "garnish blaze of day," and the tall tops of the ancient trees stir with the breath of an age, the going forth of whose spirit is like a whirlwind. Here, where but yesterday, the foot of the wandering hunter had

not been, is seen the long train of heavy cars hurrying onward, laden with the merchandise of the east and west, and making the slumbering echoes of the old woods roar with the noise of their coming. Truly this road may be regarded as a beacon of improvement exalted upon the mountain top for the admiration of the world. What American can stand and cast his eyes over the wide spread country below him, the happy view of whose beauty and resources greet him on the right hand and on the left, and not feel proud of his nation and its growing fame? God grant that we may not forfeit our high privileges by lapsing into sins that shall call down upon us a doom more dreadful than that of Sodom!

Upon the summit level, in a solitude like that of St. Bernard upon the Alps, stands a fine mansion, whose spacious accommodations and welcome cheer invite an hour's delay. Then commences the descent of the mountain, which is accomplished, like its ascent, by five inclined planes. After leaving the fourth, you cross a tributary of the Juniata upon a magnificent specimen of pontic architecture, 70 feet above the stream, which it spans with a single arch of 80 feet. It is beautifully constructed of hewn stone, and curiously contrasts with the wildness of the scenery in whose midst it exhibits its elegance. Three miles hence there rises before you a bold, precipitous ridge, whose steepness forbids its ascent by another plane, and whose sweep far away north and south, mocks all circumvention. There it stands towering 200 or 300 feet above your car. What is to be done? Are you to stop here?—No such thing. Surely you are not going *through* that bill!—Yes, indeed: art brooks no veto. A point is rounded and you see your way 900 feet through the solid rock. The entrance through its elaborate portals reminds you of the descent of Æneas, "ad inferos." This curiosity passed, you descend the last plane, and shortly find yourself at Johnstown, whence your journey is finished by canal.

I like the Indian-named streams of Pennsylvania.—Their appellations are musical as their early springs that tumble among the fastnesses of the hills. They remind you of a people who once sought the wild deer along their shores or shot the light canoe among their nooks and over the rocky bottoms—who roamed "unawed and free" among the forest depths, built the council fire upon the hoary cliff, and waked the war-whoop, on the very site of your path. Their glory is but twilight, yet

"Their names are on our waters,
And we may not wash them out."

The Susquehanna and the Juniata tell of them on the eastern side of the Alleghenies, and the Conemaugh, Kiskiminitas and Monongahela on the western. Of the last mentioned rivers, the Conemaugh and Kiskiminitas are tasked for service as canals, for many miles. A dam is constructed so as to set the water back, and a tow path graded along their shores, and then you have the finest naturo-artificial canal imaginable. After leaving Johnstown you are floated *through* another mountain, beneath the farm whose tenant lives 250 feet above you. This second tunnel is 917 feet in length. Indeed, the whole course is fraught with wonders.

At the junction of the Kiskiminitas with the Alleghany, you enter a beautiful country; and not among the least of its charms, is the river itself, along whose bank lies your way. This stream merits the name* bestowed by its long since forgotten admirers, for its waters are clear and shine like silver as they roll with a majestic current between their fertile shores. It strongly reminded me of the beautiful Connecticut. One hundred and four miles from Johnstown bring you to

Pittsburg, the city of smoke and dun; and your long voyage, with its many interesting scenes, is finished.

Such is the Pennsylvania canal and rail-road in outline. Like the Erie canal, it is the work of the state through which it passes; but *unlike* that has never been lauded to the stars by every tongue in the nation that can lisps its name. Yet in the view of many who have travelled upon both, it is quite as much deserving. Let those who travel eastward commit to it their conveyance, and I assure them they will stand upon the banks of the Delaware, with an eye well feasted with scenes of grandeur and sublimity, a mind more enlightened upon the immense resources of their country, and a heart which shall throb with more generous pride than they are, and (if they feel aright) with more sincere gratitude to Him who has made them to be—Americans.

PROGRESS OF LEARNING.

To the Editor of Hazard's Pennsylvania Register.

In two late numbers of the Register, those of the 6th and 12th instant, I observe a "History of the University of Pennsylvania." It is pleasant to dwell upon the reminiscence of traditionary or historical facts in relation to the situation and circumstances of the early Colonists of Pennsylvania, and more especially as respects the provisions made at that period for intellectual improvement.

It appears that "in 1689, only seven years after the foundation of Philadelphia, a Public school was established in that city by the Society of Friends, in which school were taught the Latin language, the mathematics, and the rudiments of an English education." But although private schools were not wanting, this for more than sixty years continued to be the only public place of instruction in the Province; and that during this period, the means even of elementary education were very deficient, and that "in the highest branches of knowledge, instruction was accessible only to the sons of the wealthy, who were able to support the expense of a residence abroad, either in the mother country or in one of the older Colonies of New England."

The plan of an academy was drawn up by "our Great Franklin, in 1743." Failing in obtaining the desired co-operation, the scheme was dropped for the time, and the war which soon afterwards broke out between Great Britain and France, prevented its renewal for several years. That in 1744, he entered with zeal upon such measures as he supposed would most promote the success of the project. This was "after the conclusion of the peace of Aix La Chapelle, and the consequent restoration of tranquillity in the Provinces." Twenty-four influential citizens, associated themselves into a *Board of Trustees*, for the purpose of carrying his design into effect, and proceeded to provide funds for the establishment of the Academy.

It was not until the commencement of the year 1751, they were introduced into their new Hall, and the views of the Trustees were at first wisely directed to the communication of that elementary knowledge, which is most essential to the citizens of a rising community, and the acquisition of which is a necessary step, to the attainment of the higher branches: for the present, therefore, they restricted their establishment within the

*Alleghany signifies "clear water."

limits of a simple Academy—in which were embraced, one school for the *Latin*, one for *English*, and one for *Mathematics*. The charter of Incorporation was granted by the proprietors, on the 13th of July, 1753, to the Trustees of the Academy and Charitable school of the Province of Pennsylvania; to the branches before taught, were then added *Logic*, *Rhetoric*, *Natural* and *Moral Philosophy*.

Amongst the first graduates at that Seminary, was Hugh Williamson in 1757, afterwards a member of Congress from North Carolina, during the Administration of General Washington.

It may be considered as a singular circumstance to remark, and cannot be unworthy of notice, at how early a period learning had been promoted by individual exertion, in what might in those early days, be considered the interior of Pennsylvania, whose Professors "*In the Tranquil shades of lettered Ease*," were unaffected by the wars between Great Britain and France, and who were perhaps unacquainted with the terms of the *Treaty of Aix La Chapelle*. It is now nearly a century ago, and certainly before the year 1749, that the Reverend Samuel Blair, the first Presbyterian Clergyman in Chester county, established a school in Fagg's Manor, in that county, where the Latin and Greek languages, Logic, Mathematics, and Moral Philosophy were taught—and under whose care many distinguished men were educated—amongst others were the Rev. Samuel Davies, afterwards distinguished as the great Pulpit orator of Virginia; the Rev. Samuel Pindley, (under whose care the celebrated Dr. Rush received the elements of his education, at his school in Notingham, Cecil county, Maryland, and also the late Doctor J. Ewing, and many others,) afterwards President of Princeton College, New Jersey; and at which school long after its first establishment, the same Hugh Williamson who is stated to have been one of the first graduates of the Philadelphia Academy, was an Usher or Teacher.

These notices are necessarily traditionary, and are communicated by a descendant of the subject of them, in the third generation.

"A NATIVE OF PENNSYLVANIA."

18th Sept. 1835.

IMPROVEMENT OF THE OHIO.

We have lately published several communications from A. W. Foster, Esq., on the Improvement of the Allegheny and Ohio Rivers, believing that the suggestions therein contained, could be usefully applied to many of our streams. We insert a reply to the letter on the Ohio—and Mr. Foster's answer to Captain Shreeves.

From the Pittsburgh Advocate.

To A. W. FOSTER, Sen'r, Esq.

Louisville, 29th August, 1835.

Sir,—I see from an extract from one of your publications relating to the improvement of the navigation of the Ohio river, that you state from information kindly

furnished by an experienced Steam Boat Captain, that I have, by adopting the plan of wing dams below the falls of the Ohio, in that river, injured in the most serious manner, the steam boat navigation. You will pardon me, sir, for troubling you with this communication in my own defence, and to prevent *public opinion from being led astray* on the subject of the improvement of the Ohio river; particularly at a time when the government is making preparations to commence that important work at *Pittsburg*, through an Agent appointed for that purpose, and whose success I have no doubt will meet the approbation of the intelligent portion of the community, if he is not too severely harassed by meddlers.

The gentleman Steam Boat Captain to whom you allude, has either through ignorance of the subject, or from some other motive, given you untrue information in relation to the effect produced by the construction of wing dams on the Ohio river, below the falls. The first of those wing dams was built at the Grand Chain in the fall of 1830, which, together with the excavation and removal of the rocks from one point designed for the channel (400 yards wide) and deposited at another to form a wing dam 570 yards long, has produced a most valuable and permanent improvement. That point (the Grand Chain) was formerly reputed to be the most dangerous obstruction in the Ohio river. Since 1830, it has not been heard of as a place of danger. In 1831 and '32, wing dams were constructed at the Three Sisters, Scuffletown bar, and French Island shoals, three of the most difficult points in the river at low water. The effect produced at those places, I do assure you, without the fear of contradiction from any man who is at all acquainted with the navigation of the river at low water, has been to double the depth of water. Every man who travelled the river at low water five years ago, must recollect that Scuffletown bar was the terror of both boatmen and passengers; and that since the dams have been built, there has been no difficulty at that or either of the other two shoals alluded to.

In the fall of 1832, a similar dam was begun at the Three Mile Island, near the mouth of Green river. That dam has not yet been finished, and but little benefit has been felt from its construction. In the same fall (1832) a dam was commenced at the head of Cumberland island. It was continued in 1833 and 1834, during the low water. The object of that dam was to improve the channel of the Ohio river on the left side of the island, and at the same time improve the navigation of the Cumberland river at its mouth. During the progress of that work, some difficulty was experienced by the boats navigating the Ohio river, which was unavoidable at a time when the dam was in an unfinished state, and before the bar to the left of the island had washed out sufficiently to admit of a passage on that side of the island. All that difficulty was anticipated by me previous to the commencement of the work, and as much guarded against as possible by leaving a sluice in the dam for the passage of boats. As to the present condition of that dam, I can assure you that at this time and in the lowest water that has been during the present summer, there has been as much water passed the head of the Cumberland island as there has been over any of the other shoals in the river, and no difficulty has occurred to boats when their pilots were acquainted with the channel. To make that work complete and to answer the purpose intended at all stages of the water effectually, it may be necessary to add some 12 to 18 inches to the height of the dam. All the other dams above described, require some rock to finish the work, agreeably to the original design. But enough has been done to give a flat contradiction to your intelligent Steam Boat Captain's information. You will also permit me to give my own opinion in relation to the improvement of the river, which is decidedly in favour of the wing dam, and directly opposed to the plan recommended by you. If you excavate through

a shoal in the Ohio or any other stream, to form a channel, without damming at the same time sufficiently to maintain the original level, you must create numerous new shoals in the pools between the shoals.

In the distance of which you speak, between Pittsburgh and Wheeling of 40 ripples, on your plan of excavating without dams, instead of making 40 excavations, you will find but few pools so deep that shoals would not appear in them from one end to the other. For example, excavate a channel at Dead man's Ripple, 15 miles below Pittsburgh, so as to give a depth of 2 or 3 feet, 50 yards wide as you propose, and you will have a continued shoal to the next ripple above, and so on to Pittsburgh. But if you make a channel of sufficient width by forming of dams, and where the bottom of the river is of such formation as not to be excavated by the action of the water, make an artificial excavation. By that means the water will be maintained at its original level in the pools between the ripples, and in many places raised to the height of from 10 to 15 inches, and in no place will the upper level be depressed.

In relation to your fourth question, put to steam boat captains and others, relative to the effect produced by the dams erected under my superintendence, I beg leave to inform you, that no difficulty is experienced by steam boats in passing any of them, on account of the increase of current, nor is there any material change in the strength or velocity of the current. There is no chute passing any wing or other dam that has been constructed by me, that all fair running steam boats cannot pass in ascending at the rate of five miles an hour, consequently they do not want a warp.

To show you a proof of the incorrectness of your information, I forward you a copy of Lieut. Bowman's Annual Report of last year. Mr. Bowman is the Inspecting Officer of the Government, and has made examinations of the effect produced by the dams.

You will do me the justice to publish this letter at an early date.

Any suggestions of yours that may give light on the subject of the improvement of rivers, &c., will be acceptable to me, and I must beg leave to request you to forward to me any such that you may think of importance. The enclosed slip is all that I have seen on the subject from you.

I am, sir,

Very respectfully,

Your ob't serv't,

HENRY M. SHREEVES.

A. W. FOSTER, Esq.
Pittsburg.

REPLY

Of A. W. Foster, to the letter of Cap. Shreeves.

NO I.

MR. WILSON—The communication from Capt. William M. Shreeves, post marked Louisville, 3d inst. was received a few days since, and is now handed to you for publication; agreeably to his request. The session of the supreme court for the Western District of Pennsylvania, having commenced here, on Monday last, the 7th, has prevented me from paying that attention to the subject matter of this communication which its importance requires. I will nevertheless, at the present time, make some remarks in relation to it, and perhaps be able to collect further materials for the forming of a correct judgment by the intelligent public, who have so deep an interest in the question, before these articles shall be put to press, in which case it would be my desire, that they should all appear in the same paper, that a full view may be taken at once of the whole ground or literally of the whole water.

In my first communication to you on the subject rel-

ative to the improvement of the navigation of our western waters, which related particularly to the Allegheny river, and published in the Advocate, early in July last, and republished in Hazard's Register of Pennsylvania, on the 25th of the same month, I observed that I was 'trespassing in the free warren of engineers, canal commissioners and contractors,' and I then anticipated an objection by them to adopting my plan, as to the improvement of that river, 'that it would at each ripple save some \$20,000 in expense, not give employment to so many hands, nor room for such scientific displays, in the construction of brush dams, and stone dams, and crib dams, &c. &c. as might be agreeable to learned engineers.' It must be apparent, that I did not expect much favor from that class of our fellow citizens and that, however correct my views might be on the subject, I should have but little reason to expect it, and I apprehend that it is equally apparent that I did not court it. I was not therefore in the least degree surprised that Capt. Shreeves, should in *terms* disapprove my plan. I say in *terms*—for I apprehend it will appear in examination of his communication, that he is willing to effect a compromise on the subject; this will at least be, if not producing good, mitigating evil.

I was therefore, well prepared for objections being made to the plan I had proposed, particularly from Capt. Shreeves, who I had represented as having adopted a wrong theory, and by adopting the plan of wing dams on the Ohio, below Louisville, had injured in the most serious manner, the steam boat navigation.' This information was received as stated, from 'an intelligent and experienced captain of a steam boat,' and I will now add, has been corroborated by the declarations of every steam boat captain and pilot, with whom I have since conversed, (and these not a few,) who have been employed in the navigation of that part of the river, and if time and opportunity affords, will procure the statements of some of them before this goes to press, or as soon after as they can conveniently be procured.

I have stated I was well prepared for objections being made to the plan I had proposed, and as I then believed, and now believe, prepared to meet them, fortified as I have been, by the opinion of every steam boat captain and pilot, or other intelligent and practical person with whom I have since conversed on the subject. But I confess I was not prepared to hear from Capt. Shreeves or any other intelligent citizen of this Republic, the expression of a sentiment, that because an agent was appointed by the government, for the purpose of improving the navigation of the Ohio river, and making preparations to commence that important work at Pittsburgh, the examination of the subject and discussing in the public papers, the question, as to the best mode of making this improvement, (of such vital interest to Pittsburgh and the whole western country,) should be considered and pronounced to be 'too severely harassing him by meddlers,' and this because Capt. Shreeves has no doubt of his success 'if he is not too severely harassed by meddlers.' Indeed, and has it come to this, that a citizen of this Republic and an inhabitant of Pittsburgh, must pin his faith to the sleeve of Capt. Shreeves, or any other agent the government may choose to send out here, to execute any public work, and not venture to communicate his views to his fellow citizens. This it seems is not a debateable question, at least, under pain of being politely and modestly denounced as an 'harassing meddler.' We ought to have had previous notice of this. The first fault ought to have been forgiven, hereafter we may know better how, according to the French idiom, 'to carry ourselves.'

In referring to my publication before mentioned, on the subject of improving the navigation of the Allegheny river, and to which reference is made in the subsequent publication on the navigation of the Ohio, and which cannot be well understood without reading the former, and which latter so far from being intended to 'severely harass' the agent or the government, or

justly to subject myself to be denominated 'meddler,' a rough draft of it was written, before I knew of such an important personage being in the country; it is true some additions were then made in support of the plan I had contemplated, before publication, from particular inquiries being made and information subsequently received and in consequence of the ruinous plan that I understood was about being adopted.

In the first publication before referred to, respecting the Allegheny, it is expressly stated, that in the overcoming of the obstructions when there may be a ripple making a fall of four feet or upwards, the mode recommended is to make a canal round the falls—that it is only when there are small *natural dams* making ripples of from one to two or three feet, that I propose removing the obstructions in the channel of the river, and 'that it would be a matter for the scientific and practical engineer on a careful examination of the river at low water mark to take the soundings of the different pools in order to ascertain how much of the natural dam may in every case be removed, and yet leave sufficient water for all the necessary purposes of navigation, at times of the lowest water.' The truth is, it is a plain matter of fact case. Wherever the fall of the water at the ripple is trifling, say not more than two or even three feet, and this is rarely if ever exceeded in the Ohio, unless at the falls and seldom approximated, in all such cases, if the pool above contains deep water, say six to ten feet deep, there can be no difficulty whatever in evacuating the channel to a proper depth, lessening the current in the channel at the ripple, increasing the volume of water there in some degree to be sure, increasing the current in the pool above, but not leaving it so as to expose the shoals, or lower the water so as to injure the navigation, or make the bottom of the boat come in contact with, or even near them.

I do not say, nor have I said that there may not be cases where a river, the Ohio for instance may be spread over so large a surface, with a number of intervening islands—that low dams might not be made between several of them, to collect the water in one channel without materially raising the water in the pool above, or materially increasing the chute, or at least very injuriously affecting it at a small ripple; although perhaps in most cases the mere excavation of the channel would answer a better purpose, and at a less expense; the deepening of the channel would "*while the law of gravity remains,*" answer every purpose of conducting in the water, and the dams should only be resorted to in case the pool above was shallow.

A. W. FOSTER.

REPLY

Of A. W. Foster to the letter of Capt. Shreeves.

NO. II.

I have said that "Captain Shreeves was willing to effect a compromise on the subject." How else am I to understand the following sentence: "For example, excavate a channel at Dead Man's Ripple, 15 miles below Pittsburg, so as to give a depth of two or three feet fifty yards wide, as you propose, and you will have a continual shoal to the next ripple above, and so on to Pittsburg; but if you make a channel of a sufficient width, by forming dams, and when the bottom of this river is of such formation as not to be excavated by the action of the water, make an artificial excavation; by that means the water will be maintained at its original level in the pools between the ripples, and in many places raised to the height of from 10 to 15 inches, and in no place will the upper level be depressed." Now is not this "artificial" excavation the very thing I want; and is it not the increase of the height of the chute two or three feet by wing dams, thereby increasing the velocity that I object to. Now it appears if we grant captain Shreeves the privilege of a wing dam *ten or fifteen inches high*, (for a wing dam he must have of some size,) he will agree even to "an artificial excavation of the channel

where the bottom of the river is of such formation as not to be excavated by the action of the water." Now, whatever may be the formation of the bottom of the river at the mouth of Cumberland river, I believe there is no one in this country would believe the hard gravel bottom at the Dead Man's Ripple, would ever be removed by the action of the water. But I cannot accept of the offered compromise—and I will take the very place selected by Captain Shreeves himself, to test the correctness of our respective principles *in extenso*. Since I received the communication of Capt. Shreeves, I have had an opportunity of conversing with but one experienced man on this subject—he is a resident of this vicinity, was a practical boatman, and the owner of keel boats, and accustomed to boat at all stages of the water, on both the Ohio and Allegheny, thirty-five or forty years ago, and for some twenty years, constantly so engaged. I asked him the depth of the lowest part of the pool immediately above Dead Man's Ripple, and to the foot of the next ripple, *at the lowest stage of the water*—he replied from 7 to 10 feet deep. I next inquired would deepening the channel 3 feet deep at that ripple injure the navigation in the pool above?—his reply was *no, nor deepening it five feet*. The same may be said of all the ripples between that and Pittsburg. I have said this is a plain matter of fact case, and every practical man in the country acquainted with the Ohio, between this and Beaver, will bear me out in the correctness of the statement here given. Why then the necessity of keeping "the pool to its ancient level, or increase its depth 10 or 15 inches more," under such a state of facts, is for Captain Shreeves to explain. With the details of the improvements of Captain Shreeves on the Ohio river, I am not particularly acquainted, and I cannot therefore, be expected to speak—nor as to their effect in general, further than I have been informed from respectable sources, or as they may be *indicated from principle*. The height of the wing dam at the Long Chain is not stated, and therefore, no idea can be formed by me, of the additional height that may have been given to the chute, or the additional velocity to its current. Some excavation, it appears, has been made by the removal of rocks from the channel, which of course must have been beneficial, but what the depth of the pool is, and whether the excavation might have been made sufficiently deep to have superceded the necessity of a long wing dam, cannot be determined *a priori*. This must depend upon the facts of the case.

The same may be said respecting the improvements at the Three Sisters, Scuffle Town Bar, and French Island. I am happy, however, to hear that they answer a valuable purpose, in facilitating the navigation, even if not made on the most economical plan, nor in the best possible mode.

It is admitted by Captain Shreeves, that during the progress of the improvement at Cumberland Island, commenced in the fall of 1832, and continued during the low water in 1833 and 1834, "some difficulty was experienced by the boats navigating the Ohio, before the bar on the left of the island was washed out, sufficiently to admit a passage that side of the island." This difficulty then must have existed at least for the greater part of the last year, and would be *some apparent ground* for the information communicated to me. The question, however, still remains whether an excavation of the channel at that place would not have been better, and cheaper, than a dam at the other side of the island. This, as in the other case, and in every one that can be put, is a *matter of fact question*, depending principally, if not entirely, on the depth of the water in the pool above, unless when from the length of the ripple, or materials of which the bottom was composed, were of more than ordinary difficulty in removal; and also (a circumstance not to be overlooked,) when the chute was very trifling, and the increase by wing dams produce but a trifling impediment to the navigation.

Should it, however, be admitted, even out of *courtesy* to Captain Shreeves, that his mode had succeeded below the falls of Ohio, nay that it was the best plan that could have been adopted, it by no means follows, although he is "decidedly opposed to the plan recommended by me," as to the improvement of the river above the falls, where its character is in a considerable degree changed, that he is therefore correct; and that "if you excavate through a shoal in the Ohio, or any other stream to form a channel, without daming at the same time sufficiently to maintain the original level, you must create numerous new shoals in the pools between the shoals," no matter it would seem how deep the pools may be. The proposition is laid down in the broadest terms, and without exception. Surely it cannot be necessary to take time to expose the fallacy of such a proposition.

I have now, as briefly as I could, although imperfectly noticed captain Shreeves' communication. Since receiving it I have not had the leisure to see, or converse with any of the captains of steam boats, now in this place, or even to ascertain whether the very intelligent steam boat captain, from whom I received the information referred to, is now here—to him and others I will make application for particular information at an early day, and make a communication accordingly, perhaps before this goes to press. This, however I cannot promise, but this I can assure captain Shreeves, that the person to whom I am indebted for the information, is not only intelligent, but a man of character and honor—and would not intentionally, make any mistatement on this or any other subject whatever; and if captain Shreeves will read the essay first referred to on the subject of the improvement of the Allegheny river, he will perceive by an allusion to himself that I would not "abate the tithe of a hair" of the "well earned merit" of his labors and his public services—it is with his theory alone on this subect that I am at war.

A. W. FOSTER.

SUSQUEHANNA AND LEHIGH CANAL.

[From a pamphlet lately published.]

The object of this canal is to secure the best and cheapest route between the principal Atlantic cities and the great western lakes, by making a direct water communication between the rivers Delaware and Susquehanna. It will be located along the Valley of the Nescopeck, and will extend from Berwick on the north branch of the Susquehanna to the mouth of Wright's Creek, on the river Lehigh about twenty-six miles above Mauch Chunk. Its whole length will be about thirty-six miles. A reference to the accompanying map will show its connection with Philadelphia by the Lehigh and Delaware (division of the Pennsylvania) Canals, and with New York by the Morris Canal, and also by the Delaware and Raritan Canal. At its other extremity, the north branch division of the Pennsylvania Canal now leads into the heart of the Wyöming coal region, and will speedily connect it to the north, with the Chemung canal, which is already completed (extending the line by the Seneca lake to the great Erie Canal, and of course to Buffalo on Lake Erie) and also with the rail-road which will soon be finished, through the southern tier of counties of New York to some point on Lake Erie, south-west of Buffalo—and westward, with the west branch division of the Pennsylvania Canal, which already reaches the great bituminous coal fields and beds of iron ore, and which will unquestionably be extended at no distant period, to the town of Erie on the Lake. It will thus be seen that all the Canals and Rail-Roads, leading to the north and west branches of the Susquehanna, will become tributaries to the proposed canal, and that it will have the peculiar advantage of offering the choice of the three markets, Baltimore, Philadelphia and New York. Letters giving

information of the state of all these markets may meet the trade at Berwick or Northumberland, and if Philadelphia or New York be preferred to Baltimore, the boat can pass on to the Lehigh, and be again advised of the state of those markets either at Easton or Bristol, in time to reach the most favourable. The whole route will be adapted to boats of seventy-five tons burthen, without transhipment, and will be open for navigation a month earlier in the spring and later in the fall than the Erie Canal to Albany. This will ensure a large trade to the Canal at those seasons of the year; and the choice of markets, other things being equal, would give it a preference at all times.

The lengths of the several canals connected with the Susquehanna and Lehigh Canal are as follows:—

On the east:	
The Lehigh navigation from Wright's Creek to Easton,	73 miles,
[Of which forty-six and a half miles are already completed, the balance to be completed in 1836.]	
The Delaware division of the Pennsylvania canal, from Easton to Bristol,	60 "
The Morris canal, from Easton to Jersey City at New York,	101 "
The Delaware and Raritan to New Brunswick,	60 "
	294 "
And on the west:	
From Berwick up the North Branch canal,	37 miles
From Berwick to the West Branch, at Northumberland,	36 "
From Northumberland up the west branch to the bituminous coal of the Allegheny,	77 "
	150 "
	444 miles.

Making a grand total of 444 miles to furnish business for the Susquehanna and Lehigh Canal as soon as it shall be completed, extending to all the best markets and all the best coal regions in Pennsylvania, and leaving comparatively little to be done to connect with the far west.

Comparison of Routes.

	Balti- more.	Philad.	NEW YORK by Morris, Del. & Rar.
1 From Cleveland on Lake Erie, by Akron, Warren, Pittsburg and Union Canal, to		616	710
2 From Erie by Franklin, Freeport, Allegheny Portage, & Union Canal,		565	659
3 From Erie by Clarion River, West Branch Susquehanna, and Union Canal,		541	635
4 From Erie by Clarion River, West Branch Susquehanna, and Susquehanna and Lehigh Canal,		544	567 592
5. From Erie by Clarion River, West Branch Susquehanna, and by Port Deposit,	523	547	641

NOTE.—Route No. 4 is all done except about 218 miles. The passage across the Allegheny ridge will

be effected by a continuous navigation, by means of reservoirs, for which there are great facilities, and the elevation is less than half that of the Portage Rail Road from Holidaysburg to Johnstown.

1. From Buffalo on Lake Erie by Erie Canal and North River, to N. York,

523

NEW YORK, by
Morris, Del. & Rar.

Balti- Philad.
more.

2. From Buffalo, by Erie Canal to Montezuma Seneca lake, North Branch and Susquehanna and Lehigh Canal,

546

569 594

3. From Buffalo by Erie Canal to Montezuma, Seneca lake, North Branch and Union Canal,

613

707

4. From Buffalo by Erie Canal to Montezuma, Seneca lake, North Branch and Susquehanna River, 597 621

715

NOTE.—The Navigation from Nanticoke Dam on North Branch of Susquehanna up to the Erie Canal is completed, except about 88 miles from Lackawana creek to Elmira.

From the above tables it will be seen that the Susquehanna and Lehigh Canal will form a link in two of the most important and direct lines of navigation, connecting the Atlantic with the great West, and it thus becomes an object of national importance, at the same time that it offers to the Stockholders an almost certain income up to the legal limits.

In the routes from Erie it will be seen that the one by the Union Canal to Philadelphia, is three miles, and the one by the Susquehanna River, to Baltimore is 22 miles nearer than by the Susquehanna and Lehigh Canal, to Philadelphia. But the circumstances of Philadelphia being a better market than Baltimore, and having the choice of the additional market of New York by a distance of 40 to 74 miles nearer than by Port Deposit, will give the preference to the new route.

From Buffalo to Philadelphia by the Seneca lake and Susquehanna and Lehigh Canal it is but 23 miles further than by the Erie Canal to New York, while it has an uninterrupted *boat* navigation the whole distance, and it is 51 miles nearer than to Baltimore, and 67 miles nearer than by the *Union Canal* to Philadelphia. The trade of New York city which is bound for the west by any of the lines through Pennsylvania, will undoubtedly take that by the Susquehanna and Lehigh Canal to the town of Erie, which it will reach in only sixty-nine miles more than to Buffalo by the Erie canal, and a large amount will no doubt go in that line in the spring and fall, when the harbour of Buffalo is closed by ice.

Let us now enquire into the nature and extent of the trade of the North Branch of Susquehanna, which will certainly take the new route unless Baltimore will pay a premium of nearly two dollars per ton over Philadelphia.

By reference to the map it will be seen that four-fifths of the state of New York which now furnishes business to the Erie Canal, lies on the south or Pennsylvania side of that canal, and as the Susquehanna and Lehigh Canal route to Philadelphia is only 23 miles further than the Erie canal route to New York, it follows that a point 23 miles south from Montezuma would be equi-distant by the two routes from New York and Philadelphia. It will not then be unreasonable to expect that one-third of the present trade of the Erie canal will take the Susquehanna and Lehigh canal, and at

the same rate of tolls as was paid on the Erie Canal in 1834, it would pay the proposed canal \$42,792.

In the report of a Committee on Canals and Internal Improvements, made to the Assembly of New York, 5th March, 1835, they say, (page 6) "Still our resources are but partially developed, and without regarding the trade of other quarters, it is not too much to anticipate that the (Erie) canal in its present condition, will soon be inadequate to the wants of our citizens. It is estimated that one *seventeenth part only*, of the trade on the Erie Canal, is from parts without the limits of our own State." "Thus far the greater part of the immense country bordering on the upper lakes has been in that course of rapid settlement which makes the demand for home consumption nearly or quite equal to the whole amount of production—and we have as yet seen only the small beginnings of the extensive trade which must very soon flow through the Erie Canal." This language as strongly applies to the Susquehanna and Lehigh canal as to the Erie Canal, and is incontrovertible.

The following certificate of Christian Brobst and others of Cattawissa, gives a striking view of the present trade of the North Branch:

"We, the subscribers, from actual observation, are enabled to, and do hereby certify, that in six days, viz: from the 18th to the 23d of May, inst., there floated down the North Branch of the Susquehanna, past the village of Cattawissa, Two Thousand Six Hundred and Eighty Arks, and Three Thousand Four Hundred and Eighty Rafts. The Rafts and Arks were loaded with shingles, staves, coal, and country produce of all kinds" Cattawissa, May 24, 1833.

In "Packer's report on the Coal Trade, to the Senate of Pennsylvania,"* when speaking of this canal, he observes:

"That a communication will be opened through which will pass the various valuable productions of the Wyoming Valley—of the north Branch of the Susquehanna—of the Genessee river, and the lakes. And the people inhabiting a large portion of our great rival, be placed several miles nearer to Philadelphia, than their own city, New York." Again, he says:—"A canal, it is ascertained by actual examination, may be made from Berwick on the north branch of the Susquehanna, by the Valley of the Nescopeck to the Lehigh." And again he says of the third or Wyoming coal field: "This coal formation is well defined, and its geological character more *extensively* and advantageously known, than that of either of the other regions. To the eyes of the passing or superficial observer, there would appear little if any variance in the general appearance and characteristic features of these three coal fields, excepting only in one particular, and that difference is a striking and interesting one."

"The first and second (Anthracite Coal) fields present a thin, barren, sterile soil, peculiar to our mountain lands, small portions of it only, being susceptible of cultivation. The third field presents a rich deep loam, embracing the beautiful and fertile Valley of Wyoming, and one of the most productive and excellent agricultural districts in Pennsylvania—alike rich in its agricultural productions, as abundant in its mineral treasures. The same acre of land may furnish employment for both the agriculturalist and the miner. The different branches of industry therefore, may here, not only be placed side by side, but literally one on top of the other."

It perhaps is not generally known that the principal market for Anthracite Coal is *north* of Philadelphia. Let us then enquire whether the Coal of the Wyoming Valley can compete with that on the Schuylkill in the city of New York, which is the great depot for the northern market.

*See Reg. Vol. XIII, p. 185, &c.

From Pottsville to West Philadelphia is	106 miles.
West Philadelphia by Delaware and Raritan Canal to New York	169
Distance from Pottsville to New York,	215
Nanticoke Dam, which may be assumed as a central point for a large body of the Wyoming Coal, to Berwick on the Susquehanna and Lehigh Canal is	19
The length of the proposed Susquehanna and Lehigh Canal,	36
Lehigh Canal to Easton,	73
Morris Canal to New York,	101
Distance from Nanticoke Dam to N. York,	229
Or add, if the route to New York be by the Delaware Canal, and Delaware and Raritan Canal,	25

The Anthracite Coal crosses the Susquehanna 10. or 12 miles below the Nanticoke Dam, making the distance about the same by the Morris Canal to New York, as from Pottsville.

It appears then, there is no difficulty in point of distance, and it is therefore but reasonable to say it would divide the great Coal business with Schuylkill.

But it may be said, that, as Rail Roads have been made, and are making to every leading point in our country, they will supercede all the Canals, and render them useless. We therefore notice them, not from any enmity, but from a necessary self-defence, for however sure we are that any certain plan of operations is correct, if those operations are to be effected by the public, their favourable opinion must be had, or the project fails, however entitled to their support.— This great and interesting subject has been examined at large, under the direction of the Legislature of New York, by their Canal Commissioners, who made their report on the 17th of March, 1835, accompanied by the opinions of three experienced engineers, [for particulars, see Hazard's Register of Pennsylvania, vol. 15, p. 231, &c.] This report contains a statement from 50 canals in England, and 40 canals in the United States, as well as all the principal rail roads in both countries. The leading points in those great works, are not always so much what they cost, as what is their relative value in their use.

After a complete examination of the whole subject, the engineers come to the following conclusion, (page 250.)

"In regard to their relative merits, as affording the means of transportation, there is less difficulty in reaching an approximate ratio. In reducing them both to a level, we attain for general purposes, a par standard of comparison. Taking the facts we have obtained as a basis, we find the relative cost of conveyance is as 4.375 to 1. A little over four and one-third to one, in favor of Canals: this is exclusive of tolls or profits." Again they say, [page 250, &c.] "In the preceding computation, the cost of transportation on Rail Roads, is the nett cost, as reported by Rail Road companies, allowing no profit on the business, while the charges on the Canals is at the contract price, which is supposed to yield a profit to the carrier."

In the year 1828, Moncure Robinson was appointed by the Canal Commissioners of the State of Pennsylvania, to examine and report a survey of basins, canal and rail way routes between the waters of the Delaware and Susquehanna, and in his report of 4th December, 1828, he states:—"A full examination of the whole dividing country between the north branch of the Susquehanna, and the tributaries of the Delaware, commencing at the head of the Schuylkill, and contin-

ued as far as the sources of the Lehigh, is conclusive of what had been before believed, that no route, presents facilities for the construction of a Canal, deserving of consideration, with the exception of the Valley of the Nescopeck. One branch of this stream heads within two miles of the Lehigh, at a point where the Lehigh affords a sufficient volume of water at all seasons for a lock and dam Navigation. The whole length of the Canal as traced (from the mouth of Wright's Creek on the Lehigh, and down the Valley of the Nescopeck, to its intersection with the north branch of Susquehanna opposite Berwick) is 37 28.100 miles, and the whole fall to be overcome both ways is 1038 501.1000 feet. The estimated cost exclusive of lockage, &c. is \$424,955 1038 feet lockage, at \$450 per foot, 467,000

Total estimate from Lehigh to the Susquehanna, \$894,955

It remains to mention the most formidable obstacle in the way of the Canal. This is unquestionably the lockage."

We here have the examination and opinion of one of the ablest civil engineers in our country. It will however be recollected that the examination and opinion were given as long ago as 1828, being then in the incipient stages of our canalling in Pennsylvania, since which time there has been such an advance in the science, that what was then deemed insurmountable, has entirely yielded to further ingenuity and experience.

Moncure Robinson's difficulty about the great lockage is one that further light and experience have essentially removed. It has been proved that doubling the height of the lifts he recommended involves no difficulties, and also that a lock of the high lift does not take one-fourth of one minute longer to pass than one of the low lifts, and further that a 20 feet lift does not require more than 3 minutes to pass it, or say but half the time it usually took in 1828 to pass a 5 feet lift.

By resorting to the new and improved high lift on the Lehigh and on the Susquehanna and Lehigh Canal, there will be about 82 locks on the 63½ miles from Berwick to Maunch Chunk; and from Berwick to Philadelphia, or to New Brunswick, there will be about 152 locks, being about the same number for the distance, as on the Schuylkill and Union Canals from Philadelphia to Middletown. The nvigation throughout is calculated for five feet water, and for boats of 75 tons burthen.

We are therefore of the opinion that there is no canal stock in the state that presents equal advantage to subscribers, with the one now offered to the public.

It may be asked how it has happened that a line for a canal possessing so many advantages, should have been so long suffered to lie dormant, after a charter for the formation of a company to construct it had been obtained. The reply is, that the Canal is a link in the middle of a chain; and it is only now that the links connecting it with the markets are about to be supplied; to have constructed it before, would have been unnecessary and useless.

UNIVERSITY OF PENNSYLVANIA.

At a meeting of the Trustees of the University, held on Tuesday evening, Dr. SAMUEL JACKSON was elected Professor of the Institutes of Medicine, and Dr. GEORGE B. WOOD, Professor of Materia Medica.

West Philadelphia Canal.—On Monday, 5th inst. the first vessel passed through this Canal, and anchored at Race street wharf on the Schuylkill.—Commercial Herald.

* See Reg. Vol. III. p. p. 54, 68.

BANK OF THE UNITED STATES.

We published the state of the Bank of the United States on the 1st of September. We are now enabled to give that of the first of the present month, with its progressive changes; and by way of illustration, add a similar statement for last year.

1835.	Loans.	Bills of Ex- change.	Totals.	Circulation.	Specie.	Funds in Equi- ty.	Due to State Banks.
June 1,	38,787,793 57	24,854,852 47	63,642,646 04	22,009,474 40	13,912,577 47	2,007,146 45	691,699 50
July 1,	40,221,638 99	24,976,053 92	65,197,692 91	25,332,820 16	13,429,328 74	2,378,669 57	2,065,655 71
Aug. 1,	40,116,613 27	24,197,904 95	64,314,518 22	24,329,222 95	12,883,968 43	2,258,886 94	1,793,921 04
Sept. 1,	40,265,325 76	21,521,694 70	61,787,020 46	23,645,122 66	12,440,781 31	1,885,136 89	946,445 63
Oct. 1,	40,339,643 96	19,823,605 43	60,163,249 39	24,403,074 16	12,545,652 82	1,810,898 09	631,995 42
State of the Bank from June 1st, 1834, to October 1st, 1834.							
1834.							Due from State Banks.
June 1,	34,739,871 21	17,462,041 67	52,201,912 88	16,612,527 06	12,298,333 20	1,995,291 80	1,622,076 91
July 1,	34,423,921 72	16,601,051	51,024,972 72	16,641,997 90	12,823,997 93	3,827,413 03	408,726 34
Aug. 1,	34,744,116 99	13,932,049 90	48,676,166 89	16,469,342 90	13,626,049 63	4,338,372 07	530,972 26
Sept. 1,	34,863,326 55	12,196,172 10	47,059,498 65	15,298,577 90	13,863,897 99	3,859,820 92	400,837 73
Oct. 1,	35,122,840 54	10,883,931 21	46,006,791 75	15,637,676 47	15,561,374 98	3,127,982 88	818,710 20
							Due to St. Bks.

WARD ELECTION RETURNS.

The following is the result of the Election held on Friday, October 2d, in the different Wards and Districts in the City and County of Philadelphia, so far as heard from; taken from the Daily Papers.

Names of the Wards.	Ritner.	Wolf.	Muhl.	Totals.
Upper Delaware,	226	106	101	433
Lower Delaware	321	52	94	467
High Street	225	52	36	313
Chestnut	177	0	68	245
Walnut	177	15	19	211
Dock	250	0	0	250
Pine	248	0	78	326
New Market	288	256	0	544
North Mulberry	287	280	0	567
South Mulberry	305	155	0	460
North	361	91	0	452
Middle	242	81	0	323
South	256	0	0	256
Locust.	267	0	208	475
Cedar	308	0	50	358
Totals,	3938	1088	654	5680

The votes of the Whigs amount to 3938
 Wolf and Muhlenberg votes, 1742
 Majority of the Whigs, 2196

Poulson's Dai. Adv.

SOUTHWARK.

Whig vote,	443
Wolf "	960
Muhlenberg	177

MOYAMENSING.

Whig vote,	95
Wolf "	215
Muhlenberg	230

PASSYUNK.

Whig vote,	3
Wolf "	33
Muhlenberg	75

BLOCKLEY.

Whig vote,	101
Wolf "	35
Muhlenberg	53

NORTHERN LIBERTIES.

	Ritner.	Wolf.	Muhlenberg.
First Ward	188	166	55
Second,	173	36	57
Third,	225	158	00
Fourth,	237	99	29
Fifth Whig majority	117		
Sixth.	138	217	119
Seventh,	149	84	143
	1227	560	403

DIVIDENDS.

Franklin Fire Insurance Company,	4 per cent.
American do do	4 "

The mail is now transported between Philadelphia and Boston in 36 hours. Eighty years ago, it is said, it required 21 days. So much for Internal Improvements.

On Monday last, Dr. W. W. Gerhard was elected one of the attending physicians to the Infirmary of the Philadelphia Almshouse.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 16.

PHILADELPHIA, OCTOBER 17, 1835.

No. 406.

From the Saturday Evening Post.

THE FALLS OF BEAVER.

In another column the reader will find a very satisfactory description of the new town of Brighton and the Falls of Beaver, in Beaver county, Pa. unquestionably one of the most interesting sections of country in this state. Emigrants who leave the Atlantic states under an impression that there is nothing between the ocean and the extreme west, worthy of their attention, make a great mistake, and from this cause many extensive tracts of land, as rich and as luxuriant as any the sun ever shone upon, have been entirely overlooked, and allowed to remain in an unimproved and unproductive state. This may be said of many sections of Pennsylvania, and it applies, with great force, to Beaver county, and the adjacent country. In the vicinity of Brighton, as our correspondent remarks, there are natural advantages and facilities for enterprise and wealth, which those unacquainted with the place, are totally unable justly to appreciate, owing to their number, greatness and extent.

Public attention, however, has recently been directed to this place. Our canals and rail-roads are forcing upon the reflecting portion of our community strong and irrefragable proofs of the value of land in the vicinity of Brighton, the situation of which, from the facility and cheapness of transporting produce to the sea-board, cannot fail very soon to be on a level, in advantage, with the older settlements in the vicinity of the Atlantic cities. With regard to the valley of the Beaver river, it may be noted that the commissioners chosen by Congress to select the best scite for a national armoury on the western waters, gave this place a decided preference over all others west of the mountains. A reference to the map of the United States will show the wisdom of this selection. Its commanding and central situation, from which supplies of arms and ammunition could be conveyed, with great convenience, to New Orleans, by the Ohio and Mississippi rivers, to the east by canals and rail-roads, to the lakes by canals, and to any point on the western frontier, must be apparent to any one who will regard its locality with attention. Eventually Brighton will become a great thoroughfare, and probably a celebrated stopping place for travellers, on their way west from Philadelphia, and returning east from the Falls of Niagara, Lake Erie and Ohio. The scenery in the neighborhood is delightful, and the natural resources of the country, such as cannot fail to interest the scientific gentleman as well as the enterprising farmer or manufacturer.

We shall publish in our next, an interesting geographical description of Beaver county, from the pen of gentleman entirely familiar with the country.

BRIGHTON, Beaver Co. Pa. Aug. 27, 1835.

My journey to this place has been extremely pleasant, although we have had an unusual portion of wet weather. I am much pleased with the valley of the Big Beaver river, so far as I have seen it, from the mouth five miles upward—for beauty of scenery, salubrity of climate, excellence of water, and local advan-

tages for manufactories, it stands unrivalled by any place I have ever met with. The river winds through a rich valley of about half a mile in width, and falls, in a distance of two miles, about sixty feet. Four or five dams are constructed across it, over which an immense volume of water is precipitated in successive leaps, from fifteen to twenty feet each, forming a truly splendid view, and giving a water power, without comparison west of the mountains, and superior I think to that of the Genessee at Rochester, New York. There are sixteen or eighteen factories and mills now located on it, within the distance of a mile, and yet a body of water sufficient at this time for five hundred or a thousand mills and factories is running to waste.

Although only thirty miles from Pittsburg and two from the River Ohio, almost in the main route of innumerable travellers and emigrants, the Valley and Falls of Beaver River, it would appear are almost unknown, and considered a by-place on the road not worth investigating, by the multitude of explorers of the great west. I am therefore disposed to notice it more particularly.

The ground on which this town is situated rises in terraces from the river to the high ground in its rear, forming alternate plains and slopes, about a mile in length, as regular as if graded by the hand of art.—Each slope (or bench as it is called) rises in an angle of about forty-five degrees, from thirty to sixty feet, and the plains average about three hundred to five hundred yards in breadth. The prospect from the brows of these benches is extremely beautiful, extending for miles up the valley, and to the high grounds on the opposite bank of the Ohio River, opposite the mouth of the Beaver, two or three miles distant, with the villages of Brighton, Fallston, Sharon, Bowlesville and Bridgewater, spread out in the intermediate space below you, making a picture untiring to the eye, and such as is not often met with. The high and precipitous hill, covered with foliage, immediately back of Fallston, on the opposite side of the Beaver River, bounds the view on the west. The mouths of several coal mines appear at different places on the side of this hill, from which the coal is precipitated in troughs almost to the doors of the various factories at its foot, on the bank of the stream.

The hills in the immediate vicinity of the town, and indeed for miles around, abound in inexhaustible beds of coal, alum, potter's clay, iron, lime and building-stone of excellent quality, while three-fourths of the soil is covered with beautiful timber, in which the oak, locust, walnut, sugar-maple, and wild-cucumber trees, predominate, interspersed with wild apple and plum trees, grape vines, &c. The soil is fertile and productive, as the heavy crops, and the colour of the luxuriant trees bear evidence, and the water is pure and wholesome, resembling in taste our Schuylkill water in Philadelphia, more than any I have met with. This rich and beautiful country, so well calculated to support and enrich a dense population, is comparatively speaking, but thinly settled. There is room for hundreds and thousands of hardy mechanics and manufacturers from the Atlantic cities, and if they would but come here and settle, instead of remaining where they can procure but a bare subsistence, and where their chil-

dren are denied, in many cases, the advantages of a common education, they would be able, in a few years, to acquire a competence, and to build up fortunes for their children. A very small capital is sufficient for a start, and the facilities for travelling on the canal are now so great, and the cost so trifling, that the expense of a journey from Philadelphia here, is scarcely worthy of a moment's consideration.

There is a scarcity of hands in the different mechanical and manufacturing establishments about this place. I am informed that the following classes of operatives are much wanted, viz. Brick-makers, masons, carpenters, hatters, turners, coopers, potters, bakers, tinplate-workers, tailors, ladies' shoe-makers, chairmakers, labourers, &c.

Good prices and plenty of work may be obtained, while the necessary expenses of supporting a family are very small. Building lots are at a very moderate price, and granted to settlers on very accommodating terms; four or five annual payments being the usual mode of disposing of them.

The fever of speculation has not yet extended to this desirable spot, partly perhaps on account of the care of the principal proprietors of the land in avoiding large sales to non-residents, partly from there not hitherto having been a good road directly through the place. There is now one being opened which must greatly accelerate the travelling, and tend to increase the number of inhabitants.

The head of steamboat navigation is opposite to the town of Brighton, where the canal commences which is to unite the Pennsylvania and Ohio internal improvements.

The canal is completed and in successful operation to New Castle, about twenty-eight miles above the mouth of Beaver River, and the remainder along the Mahoning Valley, is in a rapid progress towards completion. There is little doubt that the Pennsylvania Legislature, at its next session, will also pass an act for the location of a canal from Erie through this valley to the Ohio. These two great thoroughfares from the state of Ohio and the lakes, will naturally draw a large trade through this valley, especially as produce may be transported on them several weeks later in the fall and earlier in the spring, than on the New York Canal. The grain of Ohio, and other western states will of course be brought to this spot to be manufactured into flour, instead of being carried to Rochester, where a great portion of it has hitherto been taken.

It is somewhat singular that the capitalists of the east have not, to a greater extent, availed themselves of the extraordinary advantages possessed by this location for manufacturing purposes. Hundreds of thousands of pounds of wool grown in the neighboring counties, are annually transported eastward to the factories, manufactured into clothes, &c. and returned to the west at an immensely increased value. With a water power not so available, a region not so healthy, and expenses of living much greater, if not double, they prosecute this trade with great profits.

Cotton is brought from Tennessee to the Ohio River, transported down the Ohio and Mississippi, to New Orleans and shipped to eastern ports or carried through the Pennsylvania canal, to the same destination; manufactured and returned to the west, with one or two hundred per cent cost, and profit added, when it might be manufactured here at one half the charges.

Iron in blooms is brought from Tennessee and eastward of the mountains to Pittsburg, manufactured into bar iron, boiler iron, nail rods, and nails, &c. by steam, while the same work could be performed here at much less expense, by water power.

Nearly all the materials forming the component parts of glass are taken from this valley to Pittsburg to be manufactured.

Rich veins of alumine or alum clay yielding sixty per cent of fine alum, tested I am informed by a chem-

ist of Baltimore, rest imbedded in the neighboring hills in large quantities and require but a small portion of capital and labour to yield abundantly. It is the basis of porcelain pottery, crucibles and fire brick. I have been told that these bricks could be manufactured here for \$2.50 to \$3 a thousand, and sold for twenty-five dollars a thousand as fast as they can be made, to supply the Ohio and Mississippi Valleys, yet no person has thought proper to invest capital in the lucrative business.

Iron ore and building stone, are plentiful and easily procured.

Thus you see how the riches of this spot are overlooked and rendered valueless for the want of capital and enterprise to bring them forth. But this state of things cannot last long. The eyes of your enlightened and industrious citizens must shortly be opened to the importance of this section, and some of them will have occasion to regret that they neglected to appropriate the golden spoils when they had an opportunity of embracing them at a cheap rate.

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 229.)

CHAPTER XI.

Removal of the School—New University Edifice in Ninth Street.

Having given a brief account of the gentlemen who composed the faculty of arts, as it was constituted immediately after the union of the schools, and of their successors to the present time, we may now recur to what belongs, perhaps, more strictly to the history of the institution—the consideration, namely, of those various changes in its external and internal affairs which circumstances and a more mature experience have at different periods rendered necessary or advisable.

The first interesting event after the arrangements of the schools had been completed, was their removal from the academy in Fourth street, to the more elegant and commodious building which they now occupy, and which was purchased by the trustees from the government of the state. As very erroneous impressions have been entertained by many of our citizens relative to the history of this edifice, we shall not perhaps be thought to transgress the limits proper to our subject, by relating briefly the circumstances which led to its erection, and those which afterwards occasioned its transfer. It is well known that in the year 1791, the Congress of the United States assembled in Philadelphia, in pursuance of a resolution of the previous session, by which the seat of the government was transferred from New York to this place. It comported as well with the dignity as with the interest of Pennsylvania, that her metropolis, which had thus become, for a time, the political centre of the Union, should be rendered in every way an acceptable residence to those who represented the national authority. Provision was accordingly made, at the public expense, for the suitable accommodation of the two houses of Congress; and by an act of the Legislature, passed on the 30th of September, 1791, a large sum of money was appropriated for the building of a mansion to serve as a residence for the president of the United States, so long as Philadelphia should continue to be the seat of the national councils. In pursuance of this act, a lot was purchased, situated on the west side of Ninth street, and extending from Market to Chesnut street, on which a building was commenced, appropriate, in extent of plan and solidity of structure, to the purpose for which it was designed. At various periods of its progress, further appropriations became necessary; and by the time of its completion, in the spring of 1797, its cost had amounted to little short of one hundred thousand dollars.

Among the motives which originally led to its erection, there can be no doubt that affectionate gratitude to the great man who then filled the presidency, was mingled with considerations of general policy; but nothing of this kind was expressed in the letter of the act, the provisions of which had reference solely to the office of chief magistrate, not to the person of any particular individual. It was probably from a knowledge of the feelings which actuated the legislature, that the opinion became and has continued very prevalent in this city, that the building was not only expressly designed for the use of Washington, but was even offered to his acceptance, and declined from a sense of the propriety of maintaining, in the exercise of his high duties, an independence, free alike from the reality and the suspicion of bias. The fact, however, is, that it was not completed till after his retirement from public office, and therefore could not have been applied to his accommodation in his character of president. It was Mr. Adams to whom the offer was made, and by whom it was declined. Towards this gentleman, however, the warmth of attachment was neither so intense nor so widely diffused; and conditions were annexed to the offer, certainly not contemplated in the original intentions of the legislature, and hardly compatible, as it appears to me, with the honour and dignity of the commonwealth.—The grounds upon which Mr. Adams felt himself bound to decline the favour, were the obligations of that article of the constitution which forbids the receipt by the president either from an individual state, or from the United States, of any other emolument than the yearly salary attached to his office.*

As the purpose for which the house had been built was now frustrated, and no other use to which it could be profitably applied presented itself, it became necessary so to dispose of the premises as to reimburse, as far as possible, the expense incurred by the state in their purchase and improvement. By a law passed in March, 1800, they were directed to be sold at public auction; and in July of the same year, they were purchased by the university, for the moderate sum of forty-one thousand six hundred and fifty dollars, less than half their original cost. As the purchase money was to be paid by instalments, the trustees were enabled to meet the demands upon them by the disposal of stock, and the sale of a portion of the old college and adjoining premises. A part of this property in Fourth street they

* The following is an extract from a note, dated March 3d, 1797, addressed by Governor Mifflin to the president elect. "In the year 1791, the legislature of Pennsylvania directed a house to be built for the accommodation of the president of the United States, and empowered the governor to lease the premises. As the building will be completed in the course of a few weeks, permit me to tender it for your accommodation, and to inform you, that, although I regret the necessity of making any stipulation on the subject, I shall consider the rent for which you might obtain any other suitable house in Philadelphia, (and which you will be pleased to mention,) a sufficient compensation for the use of the one now offered." The reply of Mr. Adams was promptly conveyed. "The respect to the United States," says he in a note of the same date with the above, "intended by the legislature of Pennsylvania in building a house for the president, will, no doubt, be acknowledged by the Union as it ought to be. For your kind offer of it to me, in consequence of their authority, I pray you to accept my respectful thanks, and to present them to the legislature. But as I entertain great doubts, whether by a candid construction of the constitution of the United States, I am at liberty to accept it, without the intervention and authority of Congress, and there is not time for any application to them, I must pray you to apologize for me to the legislature for declining the offer." See Journal of the House of Representatives of the Pennsylvania Legislature.

were bound by the conditions of their titled deeds to retain in their possession, for the maintenance of a charity school, and the accommodation of itinerant preachers.* By letting on ground rent those unoccupied lots of their new purchase which fronted on Market and Chesnut streets, they provided a permanent income, which has very materially lightened the pressure of the first cost upon their resources. Some alterations in the building necessary to fit it for the purposes to which it was now destined, were made immediately after it came into their hands; and a very extensive edifice has since been added for the use of the medical professors. The schools were not finally transferred to it till the spring of 1802.†

CHAPTER XII.

Languishing condition of the Schools in the University.—Defective Arrangements upon which this condition depended.

The inquiry may now be reasonably made, whether the success of the university was such as to justify those high and apparently well grounded expectations to which the union of the schools had given rise. For the honour of Philadelphia, it would be well could we truly answer this question in the affirmative; but the fact is too notorious to be denied, that, with the exception of the pecuniary affairs, which were soon brought into good order and comparative prosperity, there was reason for several years rather to regret a still further depression, than to boast of an advancement in the fortunes of the institution. Since the first establishment of the college, there had scarcely been a period, unless during the severest commotions of the revolution, when the students in the higher branches were less numerous, or the reputation of the seminary at a lower ebb. In the philosophical school, consisting of the two highest classes, there were in the year 1797, only twelve students; the numbers qualified to graduate were in several instances so few, that it was deemed unnecessary and impolitic to hold commencements; and when the practice of conferring degrees publicly was resumed, it not unfrequently happened, that only five or six individuals appeared as candidates for the honours. It is not to be supposed that this state of things was regarded with indifference by the trustees: on the contrary, committees of investigation were frequently appointed; the sources of the evil were diligently explored; as each mistake or deficiency was rendered sensible, efforts were made to correct or supply it; till at length the features of the institution were completely changed, and its whole system so remodeled as to bring it into closer accordance with the character of the times, and to extend considerably its sphere of usefulness.

* A part of the old academy was sold to a society of Methodists, for whom it long served as a place of worship. This portion has recently been taken down and replaced by a new church. The northern half of the building is still standing and in possession of the trustees.—January, 1834.

† Since this account was written, the buildings alluded to have been taken down, and their place supplied by others, more symmetrical in their external appearance, and better adapted, in their internal arrangements, to the varied business of a great collegiate establishment. The new college hall was opened for the reception of students in the autumn of 1830. During the progress of the building, the classes were accommodated in the old academy in Fourth street. A representation of the former university edifice may be seen in the "Views in Philadelphia and its vicinity," published in Philadelphia in 1827, by C. G. Childs.—January, 1834. [And also in Birch's Views, published in 1800.—ED. REG.]

The historian of nations deems it his duty not only to record alterations of prosperity and misfortune, glory and disgrace; but also to search out and explain the causes of these changes, that useful lessons may thus be afforded to statesmen, and the good of the past augmented, and its evil diminished, by the example and warning it is made to hold out to the future. The same principle should influence the humbler author, who confines his attention to small communities; for they, too, may have successors to be benefited by the picture of their vicissitudes. No excuse, therefore, is necessary for attempting to expose the causes of the very low condition into which the university was depressed, at the close of the last, and commencement of the present century.

Among these causes, may, perhaps, be included the practice of compensating the professors by fixed salaries, without allowing them any share in the proceeds of tuition. There is a *vis inertiae* in mind as well as in matter, and the best men acknowledge that, to put forth their highest energies, they require the incitement of powerful motives. An officer with a fixed salary, of which he neither fears the diminution nor expects the increase, without any apprehension, so long as he exhibits no gross negligence or misconduct, of losing his situation, and equally without the hope of higher advancement, will, if an honest man, perform punctually his prescribed routine of duties; but he will seldom be willing to sacrifice allowable gratifications, to devote to labour his hours of permitted leisure, to task, in fine, all his faculties to the utmost, with no other reward in view than the welfare of those by whom he may be employed, or of the institution to which he may be attached. In great seminaries, where so much depends upon the talents and energy of the teachers, the lukewarmness resulting from this want of strong personal interest, may be seriously felt in the languor of their operations, and the consequent disrepute into which, if not strongly supported by local attachments, or the force of opinion, they will be apt to fall. With regard to the school of Philadelphia, it may, indeed, be said, that the regulation alluded to, had been introduced at its origin, and had been maintained during its greatest prosperity. But at that early period, there was comparatively little competition to encounter; novelty itself afforded no moderate stimulus to exertion; and in the instability and immaturity of the infant establishment, there was, in fact, a strong inducement held out to the professors to spare no efforts which might tend to fix it on a more elevated and firmer basis, and thus render their own situation more honourable and secure. That afterwards, when age had given it stability, and its continued existence was secured by its own internal strength, the system of compensation by fixed salaries became highly injurious to its interests, cannot be reasonably doubted. The fact, indeed, was so obvious, that it at length attracted the notice and interference of the trustees, who in the spring of 1800, came to a resolution, that the professors, in addition to their regular salaries, which at that time varied from two hundred and fifty to three hundred and fifty pounds per annum, should be entitled to the tuition money of their respective schools, thus giving them a motive for exertion, which could not but be productive of favourable results.

These results, however, were not immediate. There were yet some radical errors, the injurious influence of which, so long as they were allowed to remain, no industry nor talent in the teachers could wholly counteract. But by their late resolve, the trustees had brought a principle into action, which never rests till all its purposes are accomplished. The interests of the professors having become identical with those of the seminary, there now existed, in the faculty of arts, a body of men watchful over its concerns, quick-sighted in detecting all the weak parts of its structure, sagacious in discovering remedies for present evils and sources of new vigor,

and eager to bring their views into practical application. The board of trustees, which, though composed of some of the wisest and best men in the community, is naturally slow in the formation of opinions, and still slower in its decisions, was quickened by this spirit of its own creation into clearer views and more energetic action. The subsequent changes may therefore be said to have grown out of that first regulation, which, planted in the principles of our nature, could not but spring up into vigorous and fruitful increase.

The system of the seminary was fundamentally wrong. In the first place, the professors had no sufficient bond of union by which, in the business of instruction, their efforts might harmonize, and their strength operate to the greatest advantage, by being exerted in one direction. With the exception of the professors of moral and natural philosophy, who divided the philosophical classes between them, each had his distinct school, which he managed at his own discretion, and the pupils of which had no other connection with the university, than such as arose from the office held by their teacher. With such an organization, the pursuit of any systematic course of instruction, if possible at all, must have been liable to continual interruptions, alike injurious to the scholar, and derogatory to the credit of the school.

Another evil existed in the want of proper classification among the students. The distinction between the collegiate and academical parts of the institution, which had never been sufficiently marked, was now scarcely perceptible. Almost every branch of knowledge considered essential in a course of education, from the lowest to the highest, was included in its scheme; and if we except the two philosophical classes, the students of every grade were mingled together, not only under the same roof, but in the same apartment, and under the same teachers; so that the boy learning the simplest rules of arithmetic, or the first lesson in grammar, was neighbour to the young man engaged in the highest mathematical and classical studies. In this absence of discrimination, an impolitic disregard was exhibited to that strongest feeling of the youthful breast, the desire of distinction; which gives to the priority of a few years in age, or a slight superiority of attainment, a degree of importance, the influence of which we are apt, in manhood, to forget or undervalue. To be associated as pupils in the same establishment, even to be seen coming out of the same door with children but just out of their petticoats, was to the elder students, who began to look upon themselves as young men, a highly disagreeable necessity; but to be mingled in the close fellowship of a school room, was a degradation to which only the force of parental authority could induce them to submit. All whose own inclinations were consulted, were naturally induced to prefer some other seminary, where their claims to a proper consideration would be respected; and numbers were thus directed away from the school of Philadelphia, whom the advantages of proximity, united with their local attachments, would otherwise have connected with it.

Another circumstance contributed to the same result. It is the custom in most colleges, for the students to pursue their studies in private, and to be collected together in the presence of the professors for a short time only each day, for the recital of the prescribed lessons, or to attend the lectures which are usually given. But, by the regulations of the university, it was required that the scholars of the higher as well as lower classes should be detained for several hours, both in the morning and afternoon, within the walls of the seminary, where they were compelled to attend to their several subjects of study under the immediate eye of their teachers, being considered as too young or too giddy to be trusted to their own private exertions, and as needing some other incentive to exertion, than the desire of applause, fear of shame, or sense of duty.

From these causes it happened that the alumni of the

university were not only few, but often of an age better adapted to the commencement than to the completion of a course of the higher studies; and the institution came to be regarded as a seminary of inferior grade, which, however well it might have been adapted to those circumstances of a young community in accordance with which it was originally established, had not kept pace with the general march of improvement, and was now behind many others of which it had formerly enjoyed the undoubted precedence.

(To be continued.)

From the Commercial Herald.

REPORT

OF THE ENGINEER,

On the Philadelphia and Delaware County Rail Road.

To the President and Directors of the Philadelphia and Delaware County Rail Road.

GENTLEMEN.—The line of survey commences at the north end of the turn out, near the junction of the Broad street and the Prime street rail road, and continues along the centre of Broad street to a point about 100 feet south of Federal street; from which a trace was effected diverging from the line of Broad street westwardly, leaving a small brick tenement on lot of J. B. Sutherland, Esq. on the left—thence through lands of Michael Simon, Michael Newbold, and Charles Chisler.

After crossing the Passyunk road about 600 feet east of the Southwark Girard School House, and leaving the dwelling of Mr. Lentz about three hundred feet on the left, the line enters upon the lands of Mr. Lafferty, and is prolonged along the eastern side of the Penrose Ferry road, to the crossing of the river Schuylkill at the Rope Ferry. In this distance the line of survey is made to pass between the barn and dwelling on the estate of Stephen Girard, and to cross the second street road about 150 feet east of the Penrose Ferry road between the barn and the dwelling of the Blue Ball Tavern. From a point about 250 feet N. E. of the Penrose Ferry Tavern House, and on the south Bank of the river Schuylkill, the route is continued to Chester by crossing the Lazaretto road about 600 feet from the tavern house, passing about 150 feet on the right of brick tenement on land of the Bingham estate, and thence through farms of Mr. John Seill and others to the second crossing of the Lazaretto road—after which the line proceeds through farm of Mr. Alberger, leaving his tenants house about one quarter of a mile on the right; thence through land of Mr. John Seill and others; crosses Grun Creek and Long Hook creek, passes through land of Richard Willing, Esq., leaving the barn and dwelling of Mr. Jabez Bunting about 400 feet on the right and his dairy about the same distance on the left.

From this point a more westwardly course was pursued to the third crossing of the Lazaretto road in woodland of Thomas Smith, Senr. Esq. and passing through said woodland about 1200 feet west of the dwelling of Thos. Smith, Junr. Leaving the Lazaretto about 400 yards on the left, and crossing the Lazaretto road the fourth time, the line was continued through cleared land to Darby creek, crossing this stream about 600 yards from its junction with the Delaware river at an extremely favorable point, the line of survey was prolonged through the meadow lands of Darby and Crum Creeks, across Crum Creek about 800 feet south of Leiper's Quarry—thence through meadow land of Crum and Ridley Creeks, leaving brick and stone tenements on the right, and crossing Ridley Creek nearly at right angles the route enters upon the meadow lands of Ridley and Chester Creeks, passes about midway between the fast land and the river shore, between Rid-

ley and Chester Creeks, enters the Borough of Chester about 300 feet south of the main street and continues nearly parallel with it to Chester Creek.

The third and last division extends from the Borough of Chester to the point of termination. After crossing Chester Creek the line of survey was extended along the south side of the Baltimore road to a point a short distance below Mr. J. Thurlow's dwelling. About three-fourths of a mile from Chester the line passes through E. Pennel's spring house, crosses Lamokin run about 300 feet south of the Baltimore road, and leaves Mr. Thurlow's dwelling about 200 feet on the left. A few perches below Mr. Thurlow's the line enters upon and occupies the bed of the Baltimore road for a distance of about 800 feet; thence immediately along the south side of the Baltimore road to a point near Trainer's mill road, thence along the north side of the Baltimore road, the line crosses Marcus Hook creek near the forks of spring run and the main stream, and the Concord road about 800 feet from the Baltimore road, leaves the Blue Ball Tavern in Delaware county about 500 feet on the left, and, about 1000 feet below the tavern, recrosses the Baltimore road to the south side and unites with the point designated as the termination of the Wilmington and Susquehanna rail road near the Delaware state line.

The whole length of the line of survey is 16 $\frac{3}{4}$ miles.

The line of survey thus generally described has merely preliminary views, yet the information connected with the data now submitted is quite sufficient to the expression of an opinion as to the probable cost of the proposed rail road—for whatever changes may be made from the general course of the present line of survey, the character of the ground presents no material difference, within such range as it is probable the line of rail road will be made to pass. Important facts have also been ascertained which not only place the practicability of the work beyond question, but which exhibit a line departing so gently from horizontal and vertical deflections as to be susceptible throughout its whole extent of the advantageous application of locomotive steam power.

The character of the soil throughout nearly the whole extent of the first and second divisions (reaching from Philadelphia to the Borough of Chester) presents very little variety—the line for the greater part of this distance passes over the meadow lands which border immediately on the river Delaware, on which the road formation will be made from side ditches.

As regards the permanency of the foundation of a line of rail road made to pass over the kind of soil presented on this portion of the route, no fears need be apprehended when the road shall be constructed, as is proposed, with side ditches. Indeed it appears only necessary to call your attention to the common roads which are now in customary use on these grounds, to sustain the opinion here expressed.

The general character of the country through which the line passes below Chester, differs from the portion of the route already described, being gently undulating, and the nature of the soil not presenting any peculiarities worthy of remark.

The estimate of the mechanical work of culverts and bridges, includes stone abutments with wooden superstructure containing draws. The work across the river Schuylkill includes a bridge built upon piles having a width of 30 feet, being sufficient for a single line of rail way and a ten feet carriage way on either side. A draw is also embraced in the estimate for this work 35 feet in width, with floating guide wharves from the upper and lower sides of the bridge, 300 feet in length, with an opening of 250 feet at the extreme ends and converging to the width of the draw at the bridge, sufficiently secured to their proper positions by means of chains and ropes. A bridge of this description will afford accommodation to the ordinary business travelling

of the district and neighborhood, and will obviate the tedious operation of crossing the river upon the plan now in use, and yield a handsome revenue for the capital invested in its construction.

The plan of the superstructure of the rail road, consists of foundation sills 3 inches by 12 inches, laid parallel with the line of rail road and 5 feet apart from centre to centre, upon which shall be spiked cross sills, 4 inches by 8 inches and 7 feet in length, laid 3 feet apart, the whole surmounted with the bridge rail 34 lbs. to the yard.

The plan of the road formation as estimated has in all cases a surface width of 25 feet, with slopes of banks of $1\frac{1}{2}$ horizontal to one foot perpendicular.

In estimating the importance to be attached to the proposed line of rail road, and the advantages to be expected by the stockholders from the execution of the work, as well as its immediate bearing upon the prosperity of the city of Philadelphia, the following distances by the three several routes between Philadelphia and Baltimore should be kept in view.

Wilmington Route, by Rail Road.

From Philadelphia to the Delaware state line, by the Philadelphia and Delaware County Rail Road	16 $\frac{3}{4}$ miles
Thence, to the Susquehanna river, passing through Wilmington, by the Wilmington and Susquehanna Rail Road	41 $\frac{1}{2}$ do.
Thence to Baltimore, from Havre de Grace, by the Baltimore and Port Deposit Rail Road	34 $\frac{1}{4}$ do.

Total distance 92 $\frac{3}{4}$ miles

Steamboat and Rail Road route, via New Castle and Frenchtown.

From Philadelphia to New Castle, by Steamboat	40 miles
“ New Castle to Frenchtown, by Rail Road	16 $\frac{1}{2}$ do.
“ Frenchtown to Baltimore, by Steamboat	56 do.

Total distance 112 $\frac{1}{2}$ miles

Columbia and Oxford Rail Road Route.

From Philadelphia to Coatesville, by the Columbia Rail Road	45 miles
From Coatesville to Port Deposit, by the Oxford Rail Road	31 $\frac{1}{2}$ do.
Thence to Havre de Grace	5 do.
Thence to Baltimore, by the Baltimore and Port Deposit Rail Road	34 $\frac{1}{4}$ do.

Total distance 115 $\frac{3}{4}$ miles

A very cursory glance at these comparative distances will enable us to determine the preference in point of distance and time in favor of the route now under consideration. The distance between Philadelphia and Baltimore, and consequently Washington City, is shortened by twenty miles, and when the character of the route is considered, by at least two hours of time, as compared with either of its competitors.

The facility thus afforded to Philadelphia and New York, of intercourse with Baltimore and Washington, at once points out this route as the most important channel of communication along the sea-board.

The distance from Philadelphia to Baltimore being reduced to about 93 miles, which may be readily performed in five hours.

This advantage to a mercantile community, the saving of nearly twenty miles in the communication between two important cities, is a matter worthy of high respect and consideration, more especially when taken in connexion with the fact, that in the entire route we have three cities, where great commercial and other interests require that the least possible amount of time

should be consumed in the passage from one to the other. The highly interesting condition of Washington during the sessions of our National Legislature need not be enlarged on here—the mere advertence to the fact will be sufficient to convince every individual that the speediest communication with the city of Philadelphia so intimately interested in the transactions of our National Metropolis is of the first consequence.

The commercial relations existing between the city of Baltimore and the city of Philadelphia are of such a character as to call loudly for the facilities which this route affords over all others, of bringing the two cities nearer each other by twenty miles in distance as well as one hour in time; securing to both cities advantages in business operations never before enjoyed.

To the city of Wilmington, Delaware, also on this route the line offers advantages of a proximity to either of the great marts of Baltimore or Philadelphia, and especially to the latter, of the most beneficial character, placing that city in almost immediate juxtaposition with either commercial depot, and furnishing means of rapid intercourse between the two points, that cannot fail to be highly advantageous to both. There are also many smaller towns on the line, forming points of depot for the agricultural and manufacturing interests, which will be made places of note and consequence by the improvement now proposed.

These facts are certainly associated with the line of Rail Road now under consideration, and the simple statement of them is quite sufficient to enable us to perceive at once the superior advantages this line of Rail Road will enjoy.

As an improvement simply to facilitating the operations of business, it has the same advantages wherever made in our country, for our experience justifies the fact, that the necessity for their use increases with their adoption, and that when judgment is exhibited in their location, they have always been attended with an increase of business beyond what was anticipated by the original projectors.

The portion of the route now under consideration, extends from the city of Philadelphia to the Delaware state line and is that which is now presented particularly for your consideration. It passes through a distance of about 17 miles, and over a face of country admirably calculated for making at a cheap rate, a road of this kind, through a highly interesting and cultivated district—presenting a market for the produce of the industry of a very large population, devoting their energies to agriculture and manufactures. This fact will consequently establish the necessity of a large amount of passenger travelling, affording to the company a source of considerable revenue.—Upon a close examination of the subject and justified in estimating the amount of passengers from data which the investigation affords, we are travelling on the whole route at about 150 per day. In addition to which there is the transportation of merchandize, which would necessarily crowd a route where so many important advantages are concentrated.

It would be unpardonable here to omit the remark, that this line of rail road commences where the Pennsylvania state rail road terminates, and in the very centre of the depots of the whole western trade; embracing that of the Susquehanna River, as well as from all other points; and it would be presumptuous to estimate the amount or proportion that would seek its passage by this route from the Susquehanna to Baltimore. The experience, however, of all similar enterprises tends to show that a large amount would take a southern direction in this channel; and thus add considerably to the business and profits of this medium of communication. Nor should it be forgotten that the line is as immediately connected with the several great channels of communication with the emporium of American commerce, and furnishes the most appropriate and ready, as well as the quickest and cheapest medium of inter-

course between that commercial depot and the metropolis of the Union; thus uniting by the most available and easy route the Susquehanna River, New York and Philadelphia, with Baltimore, Washington city and the Southern trade.

Grading and Bridging as above,	\$134,150 00
17 miles of superstructure at \$5804 80 per mile,	\$98,681 60

Total cost of Road,	\$232,831 60
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All of which is respectfully submitted by

WILLIAM STRICKLAND,

SAMUEL H. KNEASS,

Civil Engineers.

From the Commercial Herald.

FIRST ANNUAL REPORT

Of the Directors of the Sandy and Beaver Canal Company.

The annexed Report from the Directors of the Sandy and Beaver Canal Company, was read to the Stockholders at a meeting by them held, in the town of Hanover, on the 12th day of August, 1835.

On motion of David Briggs, Esq. it was unanimously Resolved, That the Report of the Directors be accepted, and printed for the use of the Stockholders.

The following named gentlemen were elected Directors of the Company, for the ensuing year, who subsequently met and organized the Board as follows:

President,

BENJAMIN HANNA.

Benj. Bakewell,

Jehu Brown,

E. Potter,

Jas. Robertson,

Jas. Hambleton,

Wm. Christman.

Treasurer,

Michael Arter.

Secretary,

C. D. Hostetter.

REPORT.

By inspecting the act of incorporation, it will be perceived, that the charter is silent upon the subject of annual reports to the stockholders; the omission, however, does not lessen the obligation to discharge what the Board conceive to be a necessary and proper, and they hope to the stockholders, an acceptable duty.

On the eleventh day of January, 1828, the Legislature of the State of Ohio passed an act, creating the "Sandy and Beaver Canal Company," with ample powers to construct a navigable canal, from a suitable point on the Ohio Canal, at or near the mouth of Big Sandy Creek, to the Eastern boundary of the State of Ohio, at or near the mouth of Little Beaver creek. — An act was also past by the Legislature of the State of Pennsylvania, authorising the extension of the Sandy and Beaver Canal from the latter point, to connect with the Pennsylvania improvement, near Beaver Town, on the Ohio river, about 28 miles below Pittsburg. The surveys, estimates and reports made by Major Douglass, were made with a view to this connection. The whole extent of the line, from the Ohio Canal at Bolivar, to the proposed junction with the Pennsylvania Canal at the mouth of Big Beaver, according to that survey, is 90½ miles, and the whole cost of construction, including 10 per cent. for contingencies, \$1,292,465 38.

From the date of the Charter of the Company, until the completion of the Pennsylvania and Ohio Canals, the community did not appear fully to appreciate the importance of the contemplated work or the benefit that would be derived from it by the cities of Philadelphia and Pittsburg; to which cause may in a measure be ascribed the difficulty experienced by the Commissioners in procuring the funds requisite for the construction of the works, within the period specified by the respective Charters.

No sooner, however, did the immense products of the west float upon the Ohio Canal, and by Lake Erie, the New York Canal and Hudson river, wend their way to the city of New York, and other eastern markets, than the aspect of things was changed and a new and strong impulse given to the internal trade of the country, wealth was diffused and business increased to an extent beyond all former calculations. The superior advantages thus possessed by the city of New York, for the enjoyment of the great and promising trade of the west, were too important not to be perceived, or counteracted by the intelligent and enterprising citizens of Philadelphia, who had before them the prospect of a speedy completion of the public improvement between their city and Pittsburg, which render more apparent the incalculable advantages to be derived from a connection with the Ohio Canal.

To effect this much desired communication, two routes were submitted to the public, namely, the Sandy and Beaver, or southern route, as described in a foregoing paragraph: and the northern or Mahoning route, commencing at Akron, on the Ohio Canal, and extending by the valley of the Mahoning to Big Beaver creek, below New Castle.

To aid the citizens of Philadelphia in the selection of the most eligible of these routes; the Board of Trade of that city appointed a delegation to attend a convention, held at Warren, on the 13th of November, 1833; that convention appointed said delegation, in conjunction with the delegates from the city of Pittsburg, a committee to whom was referred the examination and decision on the merits of the routes in question.

This Committee, after spending a portion of a day and night in their examination on the summit, reported* that they were satisfied, that a Canal by Sandy and Little Beaver creeks, would not be adequately supplied with water. Thus did the imputations of those whose private interest led them to create doubts of the practicability of the routes, receive a confirmation from a source, that was supposed, from its respectability in other respects, would determine the matter referred to them.

But the Commissioners and friends of the southern route, could not, in duty to themselves, acquiesce in a decision framed upon such a short and hasty examination, by individuals whose avocations and pursuits in life rendered them so little qualified for the discharge of that duty; more especially when their report conflicted with that of professional gentlemen who had spent much time on the route, in a careful and minute examination of the whole subject.

The first and immediate evidence of public displeasure with the decision, was manifested by a notice for a public meeting in the town of Waynesburg, in pursuance of which a large number of respectable citizens convened, and among other measures adopted, recommended an application to the Legislature of Ohio for a modification of the Charter, by extending the time required for completing the work.

The Commissioners promptly acted upon the suggestion, by the presentation of a memorial to that effect, to the Legislature. The amendment prayed for was not only granted, by extending the time of completion 20 years from the date of the act, and reduced the amount of stock subscribed necessary to organize the company, to \$150,000. But the Charter also further modified in a most important and interesting point, by the addition of the following sections to the amendments.

Section 3. That when the canal authorised to be constructed by the Act, entitled "An Act to incorporate the Sandy and Beaver Canal Company, shall have been completed twenty miles from the Ohio Canal, said Company shall be entitled to collect and receive the tolls ac-

* See Reg. Vol. XII. p. 365, and Vol. XIII. p. 1.

cruing on the Ohio Canal, on all freight and passengers that may be transported thereon, and which may have been transported not less than twenty miles on said Sandy and Beaver Canal to the Ohio Canal, and to receive the toll on all freight and passengers that may be transported thereon, and discharged and landed on said Sandy and Beaver Canal, at any point not less than twenty miles from the Ohio Canal, for the term of seven years from and after the completion of the twenty miles of canal aforesaid.

Sec. 4. The tolls hereby granted to said Canal Company for the term aforesaid, shall be ascertained and paid over to said Company, in such manner and at such time as the Board of Canal Commissioners may prescribe and direct, or in such manner as may be directed by law.

These favorable amendments exhibit the most conclusive evidence that the Legislature regarded the Sandy and Beaver Canal, as the most eligible and direct route of communication with the Pennsylvania Canal; in addition to which, it being sixty miles nearer than any other practicable route, it must become the channel through which the great river trade will pass, during that part of the year when the water in the Ohio river is too low for navigation above Portsmouth; being also nearer from the latter place to Pittsburg, by way of the Ohio Canal to Bolivar, thence by the Sandy and Beaver Canal than it is by the Ohio river. Which circumstance will greatly augment the trade on the Ohio Canal, south of the junction, and add an immense amount annually to the tolls on freight, that under no other circumstances would be transported thereon.

Under these favorable auspices, the friends of the improvement succeeded in raising among the citizens along the line, a larger amount of subscriptions of stock than is required by the Charter to organize the company.

Notice having been legally given, the stockholders assembled in the town of Hanover, on the eighteenth day of July, 1834, and there elected a Board of Directors, whose first object was to establish again in public estimation, the reputation of the route, upon a basis to which its true merits so justly entitle it. To accomplish this, the board appointed a committee to employ engineers to make a re-examination upon the subject, and report the fact in relation to the supply of water; the committee succeeded in procuring the services of two gentlemen, Messrs. E. H. Gill, and H. Hage, whose recommendations were very flattering and perfectly satisfactory.* They commenced and concluded their examinations during a period of unprecedented drought, and reported to the Board on the 13th day of October, that the supply of water was fully adequate, with the aid of two reservoirs, for the passage of two hundred and twenty boats per day, for one hundred days of the driest season of the year, and that during the remainder of the year, the natural flow of the streams was sufficient to admit of the transit of two hundred and ninety-five boats per day.

The question of the supply of water being now settled the Board directed Joshua Malin, Esq., resident engineer, to proceed immediately to locate a portion of the line; two and one half miles were accordingly put in readiness and placed under contract on the 19th day of November last, and the work commenced on the 24th of the same month.

These proceedings had the effect of changing the point of attack against the Sandy and Beaver Canal; the clamors of the want of water were transformed into complaints against the liberal provisions of the amended Charter, and denunciations against the constitutionality of the act. Even the influence of official station was prostituted to the base purpose of attaching consequences to that absurdity.

But the just and enlightened view taken of the subject by the Governor of Ohio, in his last annual mes-

sage, and the intelligence and public virtue of the legislature, shielded the improvements from the pernicious influence of those who appear to make the gratification of their personal interest their only rule of action.

The Legislature adjourned without meditating any interference with the chartered rights of the Company, furnished fresh encouragement to the stockholders to prosecute the work with energy: The Directors, therefore in compliance with their wish, placed seven miles and one half on the Western, and seven miles and a half on the Eastern division under contract, on the 12th day of May last.

Under these encouraging procedures, the capitalists of Philadelphia proffered their assistance, by a very liberal subscription to the stock of the company, under the superintendence of Commissioners, appointed by the board for that purpose, to whom much is due for the assiduity and promptness with which they attended to the discharge of the duty assigned them.

Being now in possession of ample means for the prosecution of the work: it was deemed requisite that more extensive operations should be entered into, that the whole line of canal might be completed at as early a period as possible. The Board of Directors, therefore, appointed E. H. Gill, Esq., engineer in chief, who arrived on the line and took charge of the work, on the 25th day of May last. On the 23d of June, eighteen miles more were placed under contract, embracing the deep cuts at each end of the Tunnel, and the reservoir mound on the West Fork of Little Beaver, and the remainder on the Eastern Division, extending nearly to the Ohio river. Making the whole amount now under contract, fifteen sections, eight locks, and one dam on the Western Division: eleven sections on the Summit, or Middle Division, together with the reservoir mounted; and forty-seven sections, forty-two locks and three dams on the Eastern Division; amounting, in all, to about thirty-eight miles. In addition to which, it is contemplated to place about twelve miles more under contract on the 8th day of September next; embracing the Tunnel, and several dams and locks.

In the prosecution of the surveys for the location, it has been discovered the route between the Ohio Canal and the Ohio river will be about three miles shorter than the line traced by Major Douglass, in 1828. Making the whole extent of line between these points 73 miles—or to Beavertown 87.

On the Western Division, there are 34,000 cubic yards of excavation and 6,000 cubic yards of embankment formed; on the Middle Division 90,000 cubic yards of Canal are excavated, and 8,000 cubic yards of embankment, on the Eastern Division 37,000 cubic yards of excavation and 18,000 cubic yards of embankment completed, constituting in all 193,000 cubic yards of excavation and embankment: in addition to which, extensive preparations have been made for the construction of dams, and sufficient quantity of stone quarried and cut to erect several locks.

An extensive contract, on reasonable terms, has been entered into, with an experienced contractor, for the manufacture and delivery of water proof cement—this material, so essential to the safety and permanency of hydraulic works is found in abundance at various points contiguous to the line. The mound for the reservoir, on the West Fork of Little Beaver Creek, has been commenced with spirit, and will probably be completed next season. It is contemplated to elevate it thirty-two feet above the level of the canal; when full, it will contain about 130,000,000 cubic feet of water, and inundate about 350 acres of land, nearly all of which has been purchased by the company.

For the purpose of ascertaining the nature of the materials to be excavated, in the construction of the Tunnel, two shafts have been sunk to the depth of fifty feet below the surface, and within ten feet of the upper line of the Tunnel. The last twenty feet is composed of solid sand stone rock, admirably adapted for the pur-

* See their report Reg. Vol. XIV. p. 270.—ED. REG.

pose of a Tunnel, as no arching will be required. This important portion of the work we now feel assured, can be completed at an earlier period than has heretofore been supposed,—and at a much less expense than the estimate.

Having been thus minute in the history and progress of the work, it may not be uninteresting to the stockholders to state the reasons that justify the probability of this important link in the chain of internal communication, becoming one of the most profitable in the country.

By an examination of the estimated cost, it will be perceived, that it can be constructed below the ordinary average cost of similar works.

The liberal provisions of the amended charter, are perhaps without parallel; and that the immediate trade of the west, which now passes via Lake Erie, the New York canal and Hudson river, to an eastern market, will on the completion of this work, seek a market through this channel, must be obvious to all conversant with the geography and statistics of the western country.

From the western termination of the Sandy and Beaver canal, at Bolivar, on the Ohio canal, to the city of New York, by the route now traversed, the distance is 794 miles. From the same point by the Sandy and Beaver canal and Pennsylvania improvements, the distance to Philadelphia is 507, and to New York 597 miles. To this immense diminution in distance, in favor of this channel of communication, is to be added economy of time, greater safety, and the increased period that the work will be in operation during the year.

It is a well known fact, that the canals of Ohio and Pennsylvania are navigable from four to six weeks earlier in the spring and later in the autumn than the New York canal and Lake Erie; thus affording to the commodities of the west, a transit to the eastern markets, and to the Western merchants a return in goods, prior to the opening of the New York works in the spring.

Most of the canals now constructed in our country, have, for several years after their completion, produced but a small revenue, having had to await the growth of business. That a similar result is to be apprehended from the work, cannot be surmised, as already the immense products of the west are awaiting its opening.

New York has commenced enlarging her works, and doubling the locks, the present being found inadequate to accommodate the rapidly increasing demands of business. That a large portion of that business, is destined to pass through the Sandy and Beaver canal, as soon as it is completed, has been fully exhibited by the foregoing remarks.

The stockholders are already aware, that at the last session of the Legislature, a company was incorporated to construct a canal or rail road from a suitable point on the Ohio canal, at the western termination of the Sandy and Beaver canal, to the Miami canal, near the mouth of Auglaise River. The importance of the work, and the deep interest manifested by the enterprising citizens in that part of the State, leave no doubt of its speedy accomplishment.

When completed, it will become an important tributary to the business of the Sandy and Beaver canal, as it will secure it the trade from a section of country comprising about 60,000 square miles, rapidly advancing in population and improvements.

In conclusion, the Board feel a peculiar gratification in having an opportunity to congratulate the stockholders and friends of this improvement upon the certain prospect of its speedy completion. They feel satisfied it is one that will yield important and lasting benefits to the community at large, will richly recompense those through whose public spirit the subject was first introduced to public attention, and by whose unwearied efforts

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it was sustained against the attacks of an influential and violent opposition.

BENJAMIN HANNA, President.

DIRECTORS.

Benj. Bakewell, H. Laffer,
E. Potter, Jehu Brown,
Jas. Hambleton, Jas. Robertson.

MICHAEL ARTER, Treasurer.
CHARLES D. HOSTETTER, Secretary.
Office of the Sandy and Beaver Canal
Company, Aug. 12th, 1835.

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Thursday evening, Oct. 8.

SELECT COUNCIL.

Mr. Price presented a petition for the construction of a sewer in Minor street. Laid on the table.

Mr. Price presented a communication from the Trustees of the Girard College, asking for an appropriation of \$1500 to pay salaries. Laid on the table.

The President submitted communications from the City Commissioners and the City Clerk, enclosing printed statements of receipts and expenditures in their respective offices, during the last quarter.

Mr. Lewis presented the following report,

To the Select and Common Councils.

The Directors of the Poor Tax respectfully report, that after a careful comparison and examination of the statements and estimates submitted by the Board of Guardians for the relief and employment of the Poor, they have authorized a tax of thirty-two cents in the hundred dollars to be levied on the estates, real and personal, comprised within the limits of the Districts represented in the Board; a tax on dogs of \$1957,12, and a personal tax of \$10,323,52, agreeably to the last county assessment, which taxes amounting together, to one hundred and forty-one thousand, three hundred and six dollars and eighty-five cents, have been assessed on the City and Districts as follows—

The city of Philadelphia,	\$93,554 45
The Northern Liberties,	16,228 69
Spring Garden and Penn Township,	14,200 19
Kensington and Unincorporated N. Liberties,	8,608 20
Southwark,	8,695 32
	\$141,306 85

and are appropriated for the relief and employment of the poor, according to act of Assembly.

Philada. Oct. 1st, 1835.

LAWRENCE LEWIS,
JOHN P. WETHERILL,
PETER WRIGHT,
HENRY TROTH,
FRED. FRALEY,

Directors of the Poor Tax on behalf of the City of Philadelphia.

Mr. Price presented a communication from the constables of the several wards, asking an appropriation to defray the expenses of the late ward elections; and on motion of Mr. Price, a resolution was adopted directing the Mayor to draw his warrant on the City Treasurer, in favor of the ward constables, for the sum of six dollars each. Common Council concurred.

Mr. Price read in his place a bill making further appropriation to the Trustees of Girard College, which was taken up for consideration and agreed to. Common Council concurred.

Mr. Price read in his place a bill authorising the construction of a sewer to carry off the water in Minor

street, which was taken up for consideration and agreed to. Common Council concurred.

Mr. Wetherill presented his resignation as a Director of the Poor Tax, which was accepted.

The bill for the better organization of the City Watch, was recommended to the early consideration of the next Council.

Mr. Keating offered the following resolution, which was agreed to, and concurred in by Common Council.

Resolved, That Select and Common Councils approve of the rules and regulations submitted by the Trustees of the Gas Works, for the sale and distribution of Gas to private consumers, and to the public lamps.

Mr. Wetherill offered the following resolution, which was agreed to unanimously:

Resolved, That the members of this Council tender their thanks to William M. Meredith, Esq. their President, for the able, impartial, and satisfactory manner he has discharged the duties of the chair for the past year, and that the Clerk of this Council, be requested to furnish him with a copy of this resolution.

COMMON COUNCIL.

Mr. Wright presented a petition from the City Watch, asking for an advance of wages

Mr. Gilder presented a petition for the opening of Beach street, from the south side of the permanent bridge to Filbert street. Referred to the paving committee.

Dr. Huston from the committee on lighting and watching, presented a report approving of the rules and regulations for the sale of Gas, as proposed by the Trustees of the Gas Works, and recommending the application of Messrs. Myers, Harvey and Banks, to the early attention of the next Councils. Agreed to.

TERMS

Upon which the public will be supplied with Gas by the "Trustees of the Philadelphia Gas Works."

1. All applications for a supply of Gas must be made in person at the office of the Trustees; the applicant signing the regulations, and stating the probable number of burners that he may require.

2. Gas will be supplied by the meter, or by special contract in writing, and should the meters be found defective, they will be immediately changed. And in case of their ceasing to register the quantity of Gas consumed, the account will be made by the average of another meter, or by the amount charged during a previous corresponding period.

3. The Trustees may, whenever they shall deem it expedient, require security for the payment of the Gas expected to be consumed, or the deposit of a sum in advance, to secure themselves against loss.

4. The service pipe from the main to the inside of the building to be lighted, will be laid and the meter furnished by the Trustees, without cost to consumers; except where Gas is contemplated to be used for short periods, or during only a portion of the year. In such instances the service pipe and meter must be paid for by the consumer, or leased from the Trustees, as may be agreed upon between the parties.

5. The tubings and fittings for the conveyance of Gas, within the walls, after it has passed the meter, may be put up by any competent mechanic employed by the consumer or proprietor of the premises, subject, however, to the inspection and approval of the Trustees, or their authorized agents.

6. All screws used in putting up Gas-tubing shall be made to such standard sizes as may be authorized by the Trustees, and no tubing shall be used except such as may be now or hereafter allowed by them; and all tubing and fittings shall be examined and approved by an inspector appointed by the Trustees, previous to

being put up, and again examined and approved, after being fixed, before gas will be supplied.

7. The Inspector shall at all times be in readiness to examine the apparatus and premises of applicants, free of charge, on receiving three days' notice.

8. The Inspector, unless otherwise ordered by the Trustees, shall introduce the Gas into any premises within the range of the pipes, whenever he shall be satisfied that the fittings are put up in their proper places, in a workmanlike manner, and are perfectly Gas tight.

9. The Trustees shall, at all times, by their Inspector, or other authorized agents, have the right of free access into the premises lighted with Gas, for the purpose of examining the whole Gas apparatus, or for the removal of the meter and service pipe.

10. The tenant of any premises using Gas, shall give at least three days' written notice whenever he is about to remove, that the Gas may be stopped or he will remain liable for any Gas that may pass through the meter until such notice is given.

11. The quantity of Gas consumed will, in all cases, be ascertained in the manner prescribed in the second article of these rules, and the bills rendered on the first day of March, June, September and December, unless otherwise directed by the Trustees.

12. In default of payment for Gas consumed, within ten days next after the quarter days mentioned in the 11th article, or in case of a leak or injury done to the meter or pipes within the premises of any consumer, the flow of Gas shall be stopped until the bill is paid, or the necessary repairs are made.

13. The price of Gas shall be three dollars and fifty cents per thousand cubic feet, and a discount of five per cent. will be allowed on the amount of all bills paid at the office of the Trustees, within three days after presentation.

14. The trustees reserve to themselves the right at any time to cut off the communication of the service pipe, if they shall find it necessary to do so in order to protect the works against abuse or fraud.

15. Each consumer of Gas shall be furnished with a copy of the foregoing rules, on application at the office of the Trustees.

Mr. Wright made a report on the accounts of Benj. Jones and Lydia R. Bailey, with a resolution providing for the payment of a bill tendered by the latter. Adopted.

Mr. Chandler called up for consideration the report of the committee on Danville and Pottsville Rail Road, and the ordinance authorizing the corporation to take stock in the company to the amount of \$150,000.

Mr. Fraley moved that the ordinance be indefinitely postponed.

Dr. Huston entered into an exposition of the present bearing of the Company, and concluded with expressing his disapprobation of the ordinance.

Mr. Chandler rose to support the ordinance so far as to object to the indefinite postponement of the bill, and that it be recommended to the early consideration of the next Councils.

After some further discussion the question was taken on an indefinite postponement, and decided in the negative as follows:

Yeas—Messrs. Rowland, Dunlap, Earp, Fraley, Gilder, Hutchinson, Warner and Yarnall—8.

Nays—Messrs. Chandler, Canby, Burke, Paul, Williams, Wright, Darragh, Huston, Lancaster and Troth—10.

The motion for laying over to next Councils was then called for and decided in the affirmative.

Mr. Gilder moved that the bill on the subject of the Broad street rail road, be referred to the early attention of the next Councils. Agreed to.

The business of Councils having been concluded, Mr. Chandler offered a resolution, tendering the thanks of the Common Council to Henry Troth, Esq. for the

ability and impartiality he has uniformly shown as presiding officer. The resolution was agreed to unanimously, whereupon Mr. Troth rose, and returned thanks in a neat and appropriate speech.

In the course of the evening, Councils met in joint meeting to elect a Director of the Poor Tax, in the place of John P. Wetherill, Esq. resigned. John Weigand, Esq. was chosen by an unanimous vote.

The General Election throughout the State took place on the 13th inst. We shall record the official results as soon as obtained—we take the following from Poulson.

THE GENERAL ELECTION.
OFFICIAL RETURNS.

CITY OF PHILADELPHIA.

Ritner. | Wolf. | Muhlenberg.

GOVERNOR.

J. Ritner, 5042 G. Wolf, 1801 Muhlenbg. 1351

SENATOR.

A. Miller, 5399 John Miles, 1438 W. English, 1432

ASSEMBLY.

Spackman, 5408 R. Ewing, 1504 Ben. Rush, 1363
T. S. Smith, 5400 H. Dickson, 1488 A. Everly, 1360
Hutchinson, 5400 Patterson, 1483 W. Leiper, 1354
Krumphaar, 5388 Simmons, 1473 Ashmead, 1353
C. B. Trego, 5381 Geo. Smith, 1473 H. Kneass, 1352
W. B. Reed, 5379 W. L. Hirst, 1465 T. Hogan, 1345
J. B. Smith, 5377 Dougherty, 1443 Troutman, 1342

SELECT COUNCIL.

Wetherill, 5481 J. M. Hood, 1480 R. Taylor, 1310
L. Lewis, 5470 John Moss, 1479 F. Stoeve, 1302
Williams, 5469 T. Roney, 1479 Shoemaker, 1294
Chandler, 5391 P. Wager, 1461 L. Taylor, 1293
T. Dunlap, 5477 Brewster, 1446 John Horn, 1299

COMMON COUNCIL.

C. Marshall, 5469 T. M. Bryan, 1507 Wainwright, 1346
W. Rawle, 5467 S. Perkins, 1485 J. H. Cole, 1322
J. Warner, 5465 J. Fearon, 1484 Shoemaker, 1319
F. Fraley, 5464 W. Camm, 1482 P. Hayes, 1317
Lancaster, 5464 T. Colladay, 1582 W. Nassau, 1317
J. Rowland, 5463 E. Mixsell, 1481 P. Benner, 1316
C. S. Smith, 5463 J. Horner, 1478 S. Davis, 1315
T. Earp, 5461 J. McGrath, 1478 Is. Mount, 1314
Isaac Otis, 5460 J. Trobat, 1477 W. Miller, 1313
W. T. Smith, 5458 J. D. Miles, 1475 C. Wile, 1313
H. Troth, 5452 A. Gemeny, 1474 W. Geisse, 1312
P. Wright, 5449 J. Richards, 1474 S. Porter, 1311
Hinchman, 5448 Catherwood, 1472 J. Robinson, 1310
H. Sailor, 5446 D. Boyd, 1471 D. Clarke, 1309
M. Canby, 5446 Dr. Bodder, 1471 John Dean, 1309
J. Darragh, 5437 J. Dallam, 1470 Rutherford, 1308
D. B. Stacy, 5433 B. Wiley, 1469 Dr. Shaw, 1305
Jno. Gilder, 5432 John Bell, 1468 F. Server, 1304
C. S. Smith, 5432 W. Murtha, 1467 A. Flick, 1301
Thomason, 5401 T. Hopkins, 1464 B. Quinn, 1294

The Persons whose names are in the first column are WHIGS, and are all elected.

CITY VOTES FOR
SHERIFF.

John G. Watmough, 5532
John U. Fraley, 5449

Thomas Weaver, 11384
James H. Hutchinson, 1351
Thomas D. Grover, 1147
Joseph Snyder, 335
John Dennis, 219
William J. Leiper, 1137
Henry Zepp, 50

CORONER.

John Dickerson, 5130
Nathan L. Keyser, 5143
John Dennis, 1830
Lewis Rush, 1799
Francis Brelsford, 1240
Joseph Murray, 1202

COUNTY COMMISSIONER.

John Engelman, 5425
Jacob Collar, 1464
William Sutton, 1315

AUDITOR.

Joseph Plankinton, 5353
William Bozorth, 1475
Peter A. Grotjan, 1379

For a Convention, 2213
Against a Convention, 4444

Majority against a Convention in the City, 2231

THE UNITED STATES BANK.

From the Philadelphia Gazette.

Mr. Editor:—An erroneous statement of the Bank of the United States has been published, which is calculated to mislead the public—which statement is only the situation of its affairs at the corresponding period of last year. A correct view is annexed, which you will please publish.

	D. C.
October 1, 1835.—Loans,	\$40,339,643 96
Bills of Exchange	19,823,605 43
Total,	60,163,249 39
Specie,	12,545,652 82
Funds in Europe,	1,810,898 09
Due State Banks,	651,995 42
Circulation,	24,403,074 16

OBITUARY.

Departed this life on Thursday the 27th day of August last, after a short illness, at his residence in Preble county, Ohio, Mr. JOHN CURRY, Sen. aged 84 years, 4 months and 17 days. The deceased was formerly a citizen of Westmoreland county Pa., and was one of the first settlers of the Allegheny river. He took up his residence near Freeport, in the year 1775, where he remained until the Revolution commenced, when he removed east of the mountains and cordially volunteered in the service of his country, in which he remained during the ten years war—it being ended and our liberty achieved—he again removed west of the mountains, where he had to combat with a savage foe. Three times he had his house burned by the Indians and narrowly escaped his life with those of his family. Three times he had to flee east of the mountains, and still come back to try the western wilderness. He settled three miles south east of Freeport, where he remained until the year 1814 when he removed to Preble County, Ohio, where he resided till his death.

AN ORDINANCE,

For Auditing and Controlling the Expenditures of the City.

Section 1. Be it ordained and enacted by the citizens of Philadelphia, in Select and Common Council assembled, That for the purpose of auditing and controlling the expenditures of the city, and giving the necessary direction to the officers of the corporation for the prosecution of the public works, the following Joint Standing Committees, to consist of four members of each Council, shall be appointed by the respective Presidents thereof, annually on the organization of Councils. First, a Watering Committee; Second, a Committee of Finance; Third, a Committee on Police; Fourth, a Committee on Public Highways; Fifth, a Committee on Cleansing the City; Sixth, a Committee on City Property; Seventh, a Committee on Legacies and Trusts; Eighth, the Commissioners of the Girard Estates; Ninth, the Building Committee of the Girard College.

Sec. 2. And be it further ordained and enacted by the authority aforesaid, That the Chairmen of the first, fifth, sixth, and eighth Committees shall be members of the Select Council, and the Chairmen of the remaining Committees shall be members of the Common Council; but no member of either Council shall be Chairman of more than one Standing Committee. The Presidents of Councils shall be ex-officio Commissioners of the Girard Estates. The said Committees shall hold stated meetings for the transaction of business as follows:—The Watering Committee on the first Wednesday of every month; The Committee of Finance, on the second Tuesday of every month; The Committee on Police, on the first and third Mondays of every month; The Committee on Public Highways, on the second and fourth Wednesdays of every month; The Committee on Cleansing the City, on the first and third Tuesday of every month; The Committee on City Property, on the second and fourth Monday of every month; The Committee on Legacies and Trusts, the third Wednesday of every month; and special meetings so often as the Chairman of any Committee, or any three members thereof, shall think proper. The Register of the Watering Committee shall act as their Secretary.—The Assistant Clerk of Councils shall act as Secretary of all other Standing and Special Committees, except of the eighth and ninth Standing Committees, he shall keep regular minutes of their proceedings, and preserve all documents confided to his care, which shall be open at all times for the inspection of any member of either Council.

Sec. 3. And be it further ordained and enacted by the authority aforesaid, That the Watering Committee shall be vested with all the powers necessary for conducting the Water Works, for fixing the number and situation of the public hydrant pumps and cisterns, and for distributing the water from the same, and for these purposes shall employ a Superintendent, Register, and such labourers and workmen as they may deem necessary, purchase such materials as may be required, and perform all the duties which are now imposed on the Watering Committee by any ordinance or resolution of Councils. The Committee on Finance shall have a general supervision of the fiscal concerns of the city, invest in safe and productive stocks the monies which may from time to time accrue to the sinking fund, issue requisitions for the payment of the interest on the debt of the city, the salaries of the officers of the corporation, as provided for by ordinance, and for the incidental expenses of the corporation, and report, in what manner and proportion, the taxes shall be levied and the supplies for the year be raised, examine and report on the estimates furnished by the other Standing Committees, and perform all the duties now required of the Committee of Accounts. The Committee on Police shall perform all the duties now required of the Committee on Lighting and Watching, and have a general

supervision of all fiscal matters connected with the Police Department. The Committee on Public Highways shall have charge of the paving, re-paving, repairing and grading of the public streets, lanes and alleys of the city, and the building and repairing of the sewers and culverts, and for these purposes shall have power to purchase materials and employ such labourers and workmen, or contract for such work as they may deem necessary, and divide the city into three districts, and place each district under the care of a City Commissioner; they shall also perform all the duties now required of the Paving Committee, and superintend the opening and completion of Delaware Avenue and Water street. The Committee on Cleansing the City, shall be vested with all the powers and perform all the duties required of said Committee, by an Ordinance passed the 28th day of August, 1834, entitled an Ordinance for Cleansing the City. The Committee on City Property, shall have charge of and attend to the preservation, repairing and improvement of the Real Estate, Market Houses, Wharves, Landings, and Public Squares belonging to the corporation, and for these purposes shall place the same under the care of the Commissioner of City Property; and shall purchase such materials and employ such labourers and workmen as may be necessary, and perform all the duties now required of the Committee on Delaware Wharves, (except so far as relates to Delaware Avenue and Water street,) Committee on Schuylkill Wharves, Committee on Public Squares, Committee on Markets, and the Committee on City Hall and State House.

The Committee on Legacies and Trusts, shall have charge of all the Legacies and Trusts confided to the city, with the exception of the Girard Estates, which shall all, including the Real Estate out of the city and county of Philadelphia, be under the care of the Commissioners of said Estate, and administer the same according to the intentions of the Testators as far as practicable. They shall also distribute, according to the provisions of the Ordinance, passed the 22d day of April, 1824, entitled an Ordinance granting aid to the Fire Engine and Hose Companies in the City, and the several supplements thereto, the annual appropriation for the use of the Fire Companies of the City.

It shall be the duty of the several Standing Committees to report from time to time their proceedings, and annually at the first stated meeting in January, to present an estimate of the amount required for the public service in their several departments for the ensuing year; and the said Committee shall have no power to exceed in any way in their contracts or expenditures, the amount of money which may from time to time, be appropriated for their use. They shall examine all claims against the Corporation for work and labour done, or materials furnished, and if they allow the same, shall issue a requisition on the Mayor to draw his warrant on the City or Girard Treasurer, as the case may require for payment; which requisitions shall be passed at a Stated or Special meeting of the proper Committee, be attested by the Chairman and Secretary thereof; and no warrant shall be issued by the Mayor for the payment of any money; nor shall the City Treasurer, or Treasurer of the Girard Fund, make any such payment, unless upon a warrant and requisition issued as aforesaid. Provided, That all the expenditures made under the authority of Special Committees, shall be examined, audited and paid in like manner.

Sect. 4. And be it further ordained and enacted by the authority aforesaid, That it shall be the duty of the President of the City Commissioners to examine and compare with the contracts, agreements and monthly pay rolls, all claims against the corporation for work or labour done, or materials furnished, except those of the Watering Committee and of the Girard Estates and College, and if found correct, to certify the same thereon, and transmit them to the proper Standing Committee for their approbation and payment, accord-

ing to the third section of this Ordinance. He shall also prepare quarterly, a Rent Roll of the income of the Corporate Estate, and place the same in the hands of the Commissioner of City Property for collection, and certify the amount of the said Rent Roll, to the City Treasurer, and generally perform all the duties now required of him by any existing Ordinance or Resolution of Councils not inconsistent herewith.

Sect. 5. And be it further ordained and enacted by the authority aforesaid, That immediately after the organization of the Select and Common Councils in the year 1835, and annually thereafter on the first Monday of January, the Mayor shall appoint a competent citizen of Philadelphia, to be called the Commissioner of City Property, who shall give the same security for the faithful performance of the duties of his office as is now required of the City Commissioners. And the said Commissioner of City Property shall, under the direction of the Committee on City Property, personally superintend the preservation, repairing, and improvement of the real estate, market houses, wharves, and landings belonging to the Corporation, and also of the Public Squares, and shall collect the rents for the same, as they fall due, and pay over to the City Treasurer daily, the monies received by him on account of said rents, and as a compensation for his services shall be entitled to a commission of two and a half per cent. on the amounts paid by him into the City Treasury, which commission shall be payable quarterly, on the requisition of the Committee on City Property, Provided, That nothing herein contained shall interfere with or alter the regulations in regard to the care of the Girard Estates, and the collection of the rent thereof.

Sect. 6. And be it further ordained and enacted by the authority aforesaid, That it shall be the duty of the City Commissioners, and the Commissioner of City Property, personally to superintend the prosecution and completion of the public works placed under their care respectively, by the Standing Committee on Public Highways, and the Committee on City Property, and certify the correctness of all claims for work or labour done, or materials furnished under their superintendence, and transmit the same to the President of the Board of City Commissioners for examination. They shall also perform such other duties not inconsistent with the provisions of this Ordinance as are now required of them by any Ordinance or Resolution of Councils.

Sect. 7. And be it further ordained and enacted by the authority aforesaid, That it shall be the duty of the City Clerk to open, number and keep, accurate, separate, and distinct accounts for the several Standing Committees, and also an account for expenses authorized by Councils, (Provided that the general accounts of the Watering Committee shall be kept by their Register,) in which the amount appropriated for expenditure, and the items for which the disbursements have been made therefrom, shall be entered as much in detail as practicable.—He shall issue and countersign all warrants on the City Treasurer for the payment of money, and transmit the same to the Mayor for his signature, together with the requisition on which the said warrant is founded, perform all the duties of an Accountant for the Standing and Special Committees of Councils, and such other duties not inconsistent with the provisions of this Ordinance or Resolution of Councils. Provided, that nothing herein contained shall interfere with or alter the regulations with regard to the accounts of the Girard Estates.

Sect. 8. And be it further ordained and enacted by the authority aforesaid, That it shall be the duty of the City Treasurer to open, number, and keep, accurate, separate, and distinct accounts, corresponding with those directed to be kept by the City Clerk, and such other accounts as may be necessary to exhibit the fiscal concerns of the City. He shall place to the credit of the several Standing Committees, the amount appropriated

for their expenditure, and charge said Committees respectively with the amounts of the payments made on warrants issued as aforesaid. He shall also perform such other duties not inconsistent herewith, as are now required by any Ordinance or Resolution of Councils.

Sect. 9. And be it further ordained and enacted by the authority aforesaid, That any parts of Ordinance hereby altered and supplied, be and the same are hereby repealed.

Enacted into an Ordinance at the City of Philadelphia, this 1st day of October, in the year of our Lord, one thousand eight hundred and thirty-five.

HENRY TROTH,
President of the Common Council.
WM. M. MEREDITH,
President of the Select Council.

Attest—R. HARE, Jr.
Clerk of Common Council.

ORIGINAL LETTERS OF PETER MILLER.

In Vol. XV. pp. 160, 208, we inserted an interesting article on Ephrata, giving an account of its early settlement, &c.—This article has met the eye of a gentleman in this city, who corresponded with Peter Miller, a former Prior of the sect that settled Ephrata—and he has favoured us with the following letters, which furnish some doctrinal views of that sect, and historical facts of the early settlement of Ephrata. The letters are written in English, which was not the vernacular language of Miller, he being a German—and will account for the imperfections of his style, which we have not thought proper to change. In a letter of the Rev. Jedediah Andrews which is inserted (Vol. XV. p. 201,) the ordination of Mr. Miller, (alluded to in one of the following letters,) is mentioned. He is spoken of “as an extraordinary person for sense and learning.” The writing of these letters seems to have been occasioned by some account of Ephrata published in the American Museum by a British officer, giving very erroneous views of the sect, which were in some degree corrected, by accompanying notes by Mr. Barton, to whom Mr. Miller alludes.—ED. REG.

Respected Friend,

The account given by a British officer of Ephrata in the Museo,* is scurrilous and sordid, and considering the kind reception, he met with here, as he confesseth himself, unjust and ungrateful in the highest degree. What was his intention thereby, is hard to tell, if he sought to hurt my credit, he deceiveth himself: for what is the loss of the character, if we have the answer of a good conscience within. It is thine obliging visit, which had constrained me, to meddle with this business, which is without the line of my conduct.

Had the officer, when he was here, unmasked himself, the marks of a Deist might have appeared on him, if not an Atheist, for from Deism to Atheism is an easy descent. As they are noxious to the Christian cause, the Apostles have strictly charged their followers, to have nothing to do with them: for they are always accustomed, to swim at the top, like cork-wood. Thee has desired me to mark out in said account, what was true or not; in answer to this, I tell thee, it is no truth in it

* See Carey's American Museum, Vol. VI. p. 35.

at all, and how could truth come from a malicious heart? The officer must have been very inimical against our Society, and when he did compose his account, it is probable, that he was in liquor, which opened the recesses of his heart. There is a sort of men, which hate us mortally because of our principles, and as it may be, that the officer is a great advocate for the proliferation-law, he might have taken an offence at seeing the same disregarded in Ephrata. Whoever must I do justice to him in that, that he was so honest as not to blow in the whoremonger's trumpet, as others have done, when he saw here the free conversation of both sexes, of which among the anerents there is no precedence.—For in Egypt, where monastic life was first batched out, was the river Nile the division line between convents of both sexes, and when there a young monk accidentally saw a female being, he did run off, as if he had seen a drakon. Considering this, and the encomium he gave me, (altho' it is not true,) when put together in the other scale, maintain the ballance. Truth must bear a contradiction. I am not an advocate of my own cause, but am greatly indebted to my friend Esquire Barton, that he has done it.

The case of Caspina differs much from this, his account of Mount Zion is wrong, it is only a small eminence and is situated within our village. What he farther doth alledge of our merits in saving other, which might lessen the merits of Christ, for which he was pleased to call us a deluded people, these things were spoken in common discourse, we have no creeds, our standard is the New Testament. I have always carefully avoided all polemiks, and study to live in peace with all denominations.

Excuse my brevity and undigested matter. If I can do thee any farther service, I shall be to thine disposal. God preserve thee from the vices of this age, and conduct thee by his Holy Ghost, through many temptations to the land of promise. This is the wish of thine Friend

PETER MILLER.

Ephrata, the 5th of Sept. 1790.

P. S. The officer's whole account of our life is wholly superficial: the motives, we had in following this life, are to him a mystery, he says: that an aversion of social life, (he means marrying) brought us together. The gentleman thinks, perhaps, that we were a race of Pre-Adamits, which had no connection with Adam: for as he is a naturalist, he will not admit, that we have been brought together by the immediate hand of God, but that our living here was only an accidental thing.—But he deceived himself, for when we settled here our number was 40 brethren, and about so many sisters, all in the vigour and prime of their ages, never before wearied of social life, but were compelled by the hand of God, with reluctance of our nature, to select this life, and that under a penalty of forfeiting our Salvation in case of refusal. I once more beg pardon for the inaccuracy in writing—vale.

—
Esteemed Friend,

In obedience to the invitation, given in thine last letter, which came to hand the first of this instant, December, I do send this answer: If the contents do not mer-

it thine applause, I hope thine censure will be moderate—our knowledge is but partial. That the kingdom of Christ in its approach is so long retarded, comes partly from our own unbelief, and ignorance. It is now generally allowed, that the first man was created after the image of God: (which image was the Son of God,) into a most perfect independence, without which he could not represent the independent being of the Deity, for the copy must answer to the original in every respect. And if he had been created into any degree of subordination, his fall might have been prevented, he being destituted of a free will.

Yet no sooner had he by his fall forfeited the great dignity of this independence, the law of nature did bring him and all his posterity into subjection and servitude. But as by this fall the connection between God and his weakened image was not dissolved, He proposed to maintain an exact parallelism between himself and his weakened image, also that the copy could represent the original, in which the love to his image moved Him, to proceed so far that he suffered Himself to be incarnated, and lay in Bethlehem as an innocent babe. We are under a necessity to assert this, that we might give reason, why God in His proceedings with men, regulate them Himself after their capacity, and condescended so much, as to give them laws which were against His holy nature. No wonder is it therefore, that even in our days war is declared consistent with the will of God, viz: they take the condescending and permissive will of God for His most perfect will, which is a great error. To give thee here of an instance: At Mount Sinai God promised the children of Israel a Sacerdotal Kingdom, or as St. Peter says, a royal priesthood, after the order of Melchisedeck, where the priest or king offereth himself for the sins of the people. In this sense Moses received the Ten commandments, of which one was: Thou shall not kill: not alone no men, but no creature whatsoever, for a law spoken in so general terms might be extended so far, as the sense will permit. But Moses in a Godly zeal broke the two tables: and although God made two other tables, yet were they laid by in the ark of the covenant, for the use of the millenian church or of the peaceful kingdom of Christ, meanwhile were both the Jews and Christians in their respective dispensations, governed by the laws of the broken tables. And now God, having found by experience, that the Jews had no capacity to receive a superior light, altered his scheme, and gave them laws, which were not good, and statutes, in which they could not be saved, as Ezechrel says.

As concerning our transactions during that long term of our residence at Ephrata, I wish I could satisfy thine curiosity: I have published a Chrineon Ephratense of which I could make thee a present, if thou art master of the German language. However I will do something to satisfy thee. In August 1730, I arrived in Philadelphia, and was there at the end of said year, upon order of the Scotch Synod, ordained in the old Presbyterian meeting house, by three eminent ministers, Tenant, Andrew and Boyd.* Having officiated among the Ger-

* See Reg. Vol. XV. p. 201.

mans several years, I quitted the ministry, and returned to a private life. About that time our small State was in its infancy: I never had an inclination to join with it, because of the contempt and reproach which lay on the same; but my inward conductor, brought me to that critical dilemma, either to be a member of this new institution, or to consent to my own damnation, when also I was forced to chose the first. In my company had been the School master, three Elderlings (Conrad Weyser one) five families and some single persons, which had raised such a fermentation in that church, that a persecution might have followed, had the magistrates consented with the generality. We have been incorporated with said congregation in May, 1735 by holy Baptism: when we were conducted to the water, I did not much differ from a poor criminal under sentence of death. Whoever the Lord our God did strengthen me, when I came into the water, and then I in a solemn manner renounced my life with all its prerogatives without reservation, and I found by experience in subsequent times, that all this was put into the divine records; for God never failed in his promise to assist me in time of need. At that time the solitary brethren and sisters lived dispersed in the wilderness of Canestogues, each for himself, as Heremits, and I following that same way, did set up my Hermitage in Dulpehakin at the foot of a mountain, on a limped spring, the house is still extant there with an old orchard. There did I lay the foundation to solitary life, but the melancholy temptations, which did trouble me every day, did prognosticate to me misery and afflictions: Whoever I had not lived there half a year, when a great change happened: for a camp was laid out for all solitary persons at the very spot, where now Ephrata stands, and where at that time the president lived with some heremits. And now, when all heremits were called in, I also quitted my solitude, and exchanged the same for a monastic life: which was judged to be more inservient to Sanctification than the life of a hermit, where many under a pretence of holiness did nothing but nurish their own selfishness. For as the brethren now received their prior, and the sisters their matron, and we were now by necessity compelled to learn obedience, and to be refractory was judged a crime little inferior to high treason.

At that time works of charity hath been our chief occupation; Canestogues was then a great wilderness, and began to be settled by poor Germans, which desired our assistance in building houses for them; which not only kept us employed severall sommers in hard carpenters-work, but also increased our poverty so much that we wanted even things necessary for life. At that time entered the constable the camp, and demanded the single man's tax; the brethren differed among themselves in opinion, some paid the same, but some refused, and claimed personall immunity, for in the eastern country the monks and heremits collected every harvest by their labour so much grain, that they supply'd yearly all the prisons in Alexandria with bread, wherefore Theodosius magnus and other emperors declared them free from all taxes, and that we were not

inferior to them. Whoever the constable according to order summoned some wicked neighbours, and delivered six brethren into the prison at Lancaster, where they lay ten days: but the magistrates set them again at liberty, a venerable old justice of peace offering himself for a bail for their appearance at court, his name was Tobias Hendriks. The court came on, and when the brethren appeared before the board of assessment, the fear of God came upon the Gentlemen, who were their Judges, when they saw six men before them, which in the prime of their ages by pœnitential works hath been reduced to Skeletons, that they used great moderation, and granted them their personal freedom, under condition, that they should be taxed as one family for their real Estate, which is still in force, altho' these things happened fifty years ago.

But when we had formed ourselves at Ephrata into a regular Society: our Prior, taking advantage of our blind obedience, we were insensibly arrested by him, to meddle with worldly things farther, than our obligation did permit, altho' he kept the brethren under a severe discipline: we erected a grist-mill with three pair of stones, a saw-mill, paper-mill, oil-mill, fulling-mill, had besides three waggons with proper teams, printing-office with sundry other trades, and as money came in every day, it was laid out again upon interest contrary to our principles. Our president never meddled with temporal things, yet as long as our prior stood to him in subordination, we were not permitted to stop him in his proceedings. But at last did he conceive a notion, to make himself independent: and this was the proper time for us to renounce to him obedience, and also did we strip him of all his dignities, and this was the greatest convulsion, which our State suffered since his existence. The prior now quitted the camp, and established a new settlement for heremits on the banks of the new river, which he called Nahanaïm; but after many vicissitudes, which he experienced there, at last he and his natural brother were taken prisoners by seven Mohaks, and Sold to Quebeck, from whence their were transported to old France, where, after our Prior had received the Tonsura and became a friar of their church, they both died. I believe I gave thee an account hereof in my former letter. Remember: we have lost our first Prior, and the Sisters their first Mother by offices, because they stood in self-elevation, and did govern despotically: no wonder, when the civil State must experience the same symptoms, the desire to govern is the last thing, which dies within a man.

The President died July the 6th, 1768, which was a great Stroke for me, as I was obliged to succeed him. I besides many other stood under his manudirection, which was so severe as any related in the Roman church, above 50 years. He was a most extraordinary produce of this century. The Dissertation on Man's fall mentioned in the Edinb. Magazin, is his work. I have printed thereof 1000, but have no more to present to thee. When in the late war a Marquis from Milan in Italy lodged a night in our convent, I presented to him the said dissertation, and desired him, to publish the same at home, and dedicate it to His Holiness, and

all their devotees, it would be considered, as the greatest rarity, which ever came from America. The fall of man is not sufficiently known in their church. I asked once my friend Pater Geisler, a honest Jesuit, now deceased: what reason he had, to remain single? he said: nothing but the Edict of His Holiness: but this did not satisfy me.

The question is now much agitated, whether our order will be propagated to posterity? In my opinion he will, according to the Substance, but in what form he will appear in after-times, is to me a mystery. Our president did once declare to his Intimates, that he hath received assurance from God, that seed of his work shall remain until the second coming of Christ.

And here I shall conclude, leaving these matters to thine consideration. Age, infirmity and defect in sight are causes, that the letter wants more perspicuity, for which I beg pardon. - Meanwhile I remain

Thine sincere Friend,
PETER MILLER.

Ephrata, the 5th of Dec 1790.

Esteemed Friend,

Thine Letter have I received, and on perusing the same found, that it was something more weighty than curiosity, which governed thine pen. Seven and fifty years are now most elapsed, when a serious reflexion for my salvation moved me, to enter into a contract with the Supreme Being, which was confirmed by the holy baptism after the mode of the first Christians. This was followed by a penitential life, which was very rigid, as it then was customary in our Society. I kept a regular course in my life, and was very strict in my addresses to the throne of grace, also that mine outward life willingly submitted to the dictates of the spirit then being at the helm in the Society. These successes had so animated me and my fellow-travellers of both sexes, that we all became rank Enthusiasts. But to return to my own Person. I cannot say, that I have thoroughly lost this my primitive zeal; but in process of time I met with many great obstructions. For when our heremetical Life was changed into a monastic one, I had the mortification to see that the convents and all their corners were filled with Magistrates, in order to prohibit false Altars to be erected for the selfishness. And now was between the poor devotees of Ephrata and the wool-headed African Slaves no other difference, than that they were white and free slaves. Further, when I had distinguished myself by meritorious works, it proved the Justice of God, also that I suffered for it as a criminal: this contest did grow in proportion so as my zeal did increase. All this did open to me a door to many reflections, for it seemed to me, that our God, hath an exclusive right to be called good, in which I was confirmed by our Master himself, who would not be called good. It is a debate in the church yet undecided, in what light good works should be considered whether necessary or noxious, as is said, that we come to salvation by grace. In my opinion all such good works, which stood their trial, are declared genuine and meritorious. The greatest honor which

our Master received in this world, was this, that He was ranked among malefactors. From these circumstances it appears, that the great contest between God and men did derive from things, which are called good, and are not, which is hypocrisy. To serve God is the heaviest work in this world: a criminal under sentence of death may receive pardon, under condition; but what shall he do, who had served God to the best of his knowledge, and yet is under sentence of death, this is hard to determine.

The sufferings which were in Christ, made great progress in our days, and prognosticate a great revolution in the church, and as they have reached almost their highest pitch, perhaps they will next come to their period. The Spirit, under whose influence we are, at present takes strongly hold of the bodies, and will no longer be deceived by a hypocritical worship, where a pretence is made to serve God in spirit, when the body is sold away to vanity and luxury.

If some expressions are defective, I ask pardon, it comes from age and weakness, and what is here wanting, the Spirit, thine heavenly conductor, will fill up, to whose manuduction I sincerely recommend thy person. For thine care to maintain my character I thank thee, and hope, thou shall herein not be deceived by me.— Finally do I recommend thee to divine protection, and am thine unworthy Friend.

Ephrata, the 16th of Jan. 1772.

PETER MILLER.

From the Pennsylvania Inquirer.

CHARLESTON AND PHILADELPHIA—THE NEW STEAM PACKET LINE.

We learn that the whole amount necessary for one steamboat to ply between this City and Charleston, has been subscribed, with the exception of fifteen thousand dollars,—and we are authorized to state, that as soon as this additional sum is subscribed, three capitalists of this City will supply the funds for the construction of another boat; and thus the enterprise will be placed upon a highly respectable footing at once.— It is, perhaps, proper for us to mention that this project was started in Charleston,—that the first share was subscribed in that City,—and that the Merchants and men of business generally, at the South, whose opinions have been ascertained, are decidedly in favour of, and will sustain the enterprise.

DAVID SOWER.

DIED, on Saturday last, in the borough of Norristown, after a lingering illness, *Mr. David Sower, Senr.* aged 71 years. The deceased established the first *Printing Office* in Montgomery county, and in 1799, issued the first Newspaper, a small half demi sheet. In 1800 he commenced the publication of the *Norristown Herald*, which he continued to the satisfaction of his numerous friends and patrons, for about 10 years, when he transferred his establishment to his eldest son.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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PHILADELPHIA, OCTOBER 24, 1835.

No. 407.

THE FALLS OF BEAVER.

The Falls of Beaver are now attracting considerable attention in our city. In some of our preceding numbers we have published various articles in relation to Beaver county. We have lately met with a sheet containing a map—a general description of the county, and the advantages for manufactures, &c. and numerous letters from our late townsman, M. T. C. Gould, Esq. conveying very particular information relating to that section of country. As it will no doubt be interesting to our readers—we commence its publication this week. One object of our paper has always been to attract the attention of capitalists to our own State, believing that investments may be as profitably made within our own limits as in Texas, or other remote regions.

A DESCRIPTION OF THE FALLS OF BEAVER, &c.

The Big Beaver River is composed of the Mahoning, the Shenango, the Neshannock, Conaquesnessing, Slippery Rock, &c. &c. It drains a very fertile valley of at least 5000 square miles, and running southerly, empties itself into the Ohio, at its extreme northern bend, twenty-eight miles below Pittsburg, about eighty-five miles, in a direct line, from the nearest point of Lake Erie, fifteen miles from the extreme north-western corner of the state of Virginia, and twelve miles from the line that separates the state of Ohio from the state of Pennsylvania. The Beaver River, within the last five miles of its course, falls sixty-nine feet, furnishing water power and eligible scites for 500 mills. Its confluence with the Ohio, is near the centre of the county of Beaver, which lies on both sides of both these rivers—contains 646 square miles, and about 35,000 inhabitants.

The *Falls* of Beaver, before the hand of man broke in upon the order of nature, commenced about five miles from its confluence with the Ohio, and consisted of a succession of *rapids* for about two thirds of that distance. But by individual enterprise and State patronage, the stream has been made to assume, a succession of *pools* and *artificial cataracts*, as follow—viz: 5 miles from its mouth is a *dam* of 15 feet—4 miles from the mouth *another*, giving a head and fall of 20 feet—3 miles from the mouth *two others*, giving, together, a head and fall of 19 feet, and *one* just at the mouth, of 15 feet—aggregate fall in five miles, 69 feet.

The *valley* of the Beaver, in the vicinity of the Falls is from half a mile to a mile wide, and the *stream* from 400 to 600 feet. The valley is bounded on the east and west, by high, and in some places, perpendicular hills—the channel has a continued bed of solid rock.—Immediately at the head of the Falls, the river takes a direction to the southeast, until it meets a bold and rocky precipice along which it circles to the south, leaving on its *western shore* an extensive plain of from 20 to 50 feet above the level of low water. This is the scite of *Brighton*, early distinguished for its *iron works*.

The current, checked in its course to the southeast, is projected across the valley to the southwest, until it meets the resistance of the western hills, leaving on its *eastern shore* a plain similar to the one just noticed, this is the scite of *New Brighton*. Again arrested in its course, it gradually resumes its general direction to the south, dividing its valley in such a manner as to permit the occupancy of both its banks.

This locality, of the immense water power afforded by the Beaver, offers every facility for its employment in propelling machinery, while the adjacent level plains, present the most eligible scites for work shops, and the most pleasant and healthy situations for the residence of man. The *first* plain on the west side is in extent, amply sufficient for a large manufacturing town—the *second*, on the east side, as also about one and a half mile in length, by half a mile in breadth; whilst at *Fallston*, directly opposite, it is so narrow as to admit of but one or two streets.

By this arrangement, the water may be taken from the four dams first above described, to any amount not actually required by the *State*, for supplying *two miles of canal*, and *six locks*—viz: to the head of steam boat navigation, which is two miles up the Beaver, from its junction with the Ohio.

The dam of fifteen feet, at the mouth of the Beaver, was erected by the *State*, for the purpose of rendering the stream *navigable for steam boats*, to the very foot of the immense water power already described—this is effected by means of two enormous locks of fifteen feet lift. The water power at this place, though at most seasons of the year available to a vast extent, has not been considered of so much importance, on account of the frequent rises in the *Ohio*, though it is not improbable, that at some future period, it may acquire a value in the estimation of the public, but little anticipated at this time.

It will be perceived by the above statement, that the immense water power of the Beaver, is *directly, and at all times*, available, for a distance of about *two miles*, up and down the stream—with a fall of 54 feet—below which, is a *navigable river, pool or basin* of two miles in length, by 500 feet in breadth, for the accommodation of *steam boats, canal boats, and keel boats*.

The importance of this location will be more readily conceived, when it is known, that in the very infancy of business at the Falls, the manufactures are computed at about \$250,000 per annum—to which may be added at least \$100,000 a year for the manufacture of steam and keel boats, within two miles of the mouth of Beaver.

But apart from all this, the place is soon to become the centre of an immense business up and down the Ohio, as well as that upon the Sandy and Beaver Canal, the Mahoning Canal, the Beaver and Erie Canal, the Pittsburg and Beaver Canal, or *Rail Road*; and a rail road, which, leaving the great Southern Rail Road of New York, in Cattaraugus or Chautauque county, and passing by the western bend of the Allegheny river near Franklin, will terminate at this point; which is the extreme northern bend of the Ohio River, and several miles nearer to Erie and the State of New York, than any other point on the river.

There is probably no situation now remaining unoccupied, in the United States, where there is such an amount of water power, such eligible scites for improving it, such facilities of access, and such unlimited resources, as are here presented. The dams and mill races are completed, and the water power and scites are for sale at low prices.

The Commissioners appointed under an act of Congress some thirteen years ago, to establish a National Armory on the Western waters of the United States,—after a patient, laborious, and scientific examination and estimate of all the prominent scites for water works, in Western Pennsylvania, Virginia, the States of Kentucky, Tennessee, Indiana, and Ohio, gave this scite a *decided and merited preference*—(See their report, page 47.)

This report states that, in the year 1822, when “the water was lower than at any former period within recollection, there was flowing through the channel or mill race, at Fallston, 85 cubic feet per second; and the volume of the river was estimated to be three times that in the canal.”—(See page 57.) Again (page 59) “The volume of water in the canal or race at a low stage, in ordinary seasons, does not exceed one 8th of the whole volume of the River, and the whole quantity supplied by the River, at its lowest stage in 1822, was 236 cubic feet per second.” If we multiply 236 cubic feet by sixty-five, the head and fall, we have the whole water power of the falls expressed by the number 15,340—sufficient to propel 168 pair of five feet Burr Mill Stones.

It will be recollected that the above report was made some thirteen years ago; that the calculations were based upon the data afforded by a *single dam*, the only one of any account then erected—there are now *four dams*, the upper one of which, presents a head of *fifteen feet* at the expense of an eight mile pool, above, now converted into a *navigable slack water* basin about 400 feet wide; and creating an immense power, not recognized by the United States’ Engineers; one of whom, has since acknowledged, that their estimate was very far below the facts of the case. Indeed it is the opinion of *many*, that the power is *at least quadruple*, what they have stated.

Between the Falls and the mouth of Beaver, and directly upon the banks, are the villages of Sharon; Bolesville, Bridgewater, and East Bridgewater—half a mile west of Bridgewater, is the Borough of Beaver, half a mile south, and directly opposite the mouth of Beaver, across the Ohio, is the village of Phillipsburg, and two miles up the Ohio, the village of Freedom, between which and the mouth of Beaver, is a population of one hundred, claiming the village name of Fair Port. We have thus presented an aggregate of eleven small villages and boroughs, within three or four miles square, embracing a population of about 5000 souls, and the number rapidly increasing.

BEAVER COUNTY, PENNSYLVANIA.

The County of Beaver is bounded on the north by Mercer county, west by the State of Ohio, south by Washington county, and east by Allegheny and Butler counties. Its extreme length from north to south is 34 miles; its breadth 19, population about 35,000.

This county possesses a variety of advantages *rarely equalled, and perhaps no where excelled*. As an agricultural district, it enjoys privileges not possessed in their extent and variety, by any of the neighbouring counties.

Next in importance to agricultural advantages, are those connected with the almost incalculable power afforded by a variety of streams in almost every part of the county. The Falls of Big Beaver have been already described; but not one twentieth of the power of these falls is yet *profitably employed*, although nature and art have done every thing to invite and facilitate the employment of the whole.

Through the county from east to west, runs the majestic Ohio, opening to us through the Allegheny and Monongahela, an intercourse with the north east and south east of several hundred miles, and through the Pennsylvania canal, &c. with the Eastern cities. If we take the direction down that stream, and avail ourselves of others with which it is connected and which are now navigable, we may traffic at the Muscle Shoals of Tennessee, the Falls of St. Anthony, at the Rocky mountains, or the Gulf of Mexico.

Near the centre of this county the Ohio river makes its most northern angle and nearest approach to the Lakes, and at this point receives the Big Beaver which flows in a direct line from Lake Erie, its branches interlocking with the tributaries of that lake. Scientific surveys have proved that by this route the shortest, cheapest, and best water communication can be effected between Lake Erie and the Ohio river. By this arrangement nature has pointed out the mouth of Beaver as the great deposit or point of transit for the North Western trade, destined for the interior of this State and Western Virginia—as also the products or manufactures of the latter intended for the North West. If, in the progress of improvement, experience should give a preference to Rail Roads over Canals, the advantages of our situation would in no degree be lessened. The valley of Beaver and its principal tributaries afford inclined planes, graded by the hand of nature, extending almost in a direct line and in the directions most desirable, or from 60 to 100 miles, and terminating at the very commencement of other inclined planes, having a Northern aspect, and reaching to Lake Erie at any desirable point. Suppose such a communication perfected; (and the time is not distant when such an improvement cannot any longer be postponed,) we will then have our selection to take advantage of the communication already noticed, or embark ourselves and our articles of traffic at our own doors, to be transported with all the facilities and despatch incident to modern locomotion, first to Lake Erie—thence eastward to New York, Quebec; or west, propelled by wind or steam, we may traverse the straits of St. Clair, and Mackinaw, the Lakes, Huron, Michigan, Superior, and others still farther north and west, an unmeasured distance, to regions almost unknown and unexplored.

The Falls of Beaver are evidently designed and fitted by a Master’s hand, to be a manufacturing emporium, and I cannot but indulge the opinion that it *will be*, not only our’s but that of this section of the United States generally. It possesses an immense water power, as permanent as the order of nature, as certain as the return of the seasons. A power sufficient to manufacture to the annual value of millions of dollars. A power that when once well applied, will continue to operate without further expense—and so situated as to be easily and cheaply employed.

VILLAGES.

Brighton.—A very delightful and promising village, on the west side of Beaver River, was at an early period distinguished for its iron works—it is now chiefly owned by Mr. J. Patterson, formerly of Philadelphia, an enterprising capitalist, merchant, and manufacturer of cotton, flour, &c., and deeply interested in *lands and water power*, at the Falls of Beaver. He has, at this place, an uninterrupted head and fall of about twenty feet, besides a very considerable interest in the power, both above and below. He has turned his attention not only to manufacturing, and agriculture in general, but particularly to wool growing, and the cultivation of the *mulberry*, with reference to more extensive operations in the culture of *silk*, in this county—in which many of the inhabitants are beginning to be very zealous and active.

This village has about fifty dwellings, fifty or sixty families, and about four hundred inhabitants, a great proportion of whom are employed, directly or indirectly

ly, by Mr. Patterson. There is at this place, also, a large paper mill, upon the most improved plan, capital \$20,000. Coal of the best quality, is also abundant, and is delivered at $4\frac{1}{2}$ cents per bushel. Water power, to almost any extent, is now for sale by Mr. Patterson, and also by the owners, at the upper dam, one mile above.

New Brighton—Situated on the east side of Beaver, opposite the middle and lower Falls—at the termination of the Beaver Canal, and head of Steam Navigation, though comparatively a wilderness in 1830, has now about one hundred dwellings, many of them well built of brick; and more than one hundred families, with a population of eight or nine hundred inhabitants.—There are four taverns, four stores, two grist mills, three saw mills, two lath mills, one boat yard, one coach maker, one wagon maker, one saddle and harness maker, one chair factory, four boot and shoe establishments, four tailors, two black smith shops, one bakery, one drug store, one physician.

This place possesses many advantages and facilities for a manufacturing town. The water power from the Canal, and from the dam and race of Mr. Townsend, the proprietor, is immense—a small proportion only is at present occupied, though it is attracting the attention of capitalists in the east, who have made considerable purchases, and it is still abundant.

New Brighton, whether we look to its geographical advantages, the salubrity of its atmosphere, its immense water power, its canal navigation, its steam boat facilities, its delightful plains, and the graceful native slopes by which they are connected on one hand to the receding hills, that open upon the surrounding country, and on the other, to the limpid waters of a romantic stream, that half encircles the town,—or whether we look to the inexhaustible beds of coal, of iron, of lime, of alum, of salt, and of building stone—with which the neighborhood abounds, or to its present importance and rapid advancement in population, arts, manufactures and commerce, is evidently destined soon to become the centre of a large and flourishing town of many thousand inhabitants.

A vast amount of water power, and a great number of village and out lots are now offered for sale, and water is about to be introduced through a conduit, from a neighbouring hill, to supply many who must be otherwise dependent on the more laborious method, of raising their family supplies from wells. The recent completion of a bridge connecting this village with the village of Brighton, adds much to the importance of both these towns, as the great stage road and thoroughfare from Pittsburg to the Lakes, will soon pass over this bridge and through these villages.

Fallstown, situated at the foot of the Falls, on the west side of the stream, is already famous for its manufactures; which consist of woollens, cotton, paper, linseed oil, wire, scythes, buckets, window-sash, ploughs, carpets, lasts, carding machines, steam engines, &c. &c. It contains about one hundred dwelling houses, and one hundred and ten families, with eight or nine hundred inhabitants. A printing office, post office, five stores, two taverns, two saw mills, two grist mills, two oil mills—three smith shops, three shoe establishments, three tailors, do.; one wheelwright, one saddler, and one physician. There is also a respectable building of brick, for schools, and for religious worship, by several different denominations. In the rear of this town, is an abundance of excellent coal, which may be slid from the mouth of the pits into the kitchen yards of many of the houses.

Sharon, on the west side of Beaver, and below the mouth of Brady's Run, has a population of five or six hundred. It has an iron works, salt works, saw mill,

windmill manufactory, two chair factories, three smith shops, two tanners, one tinner, one clock-maker, several shoe makers and tailors—a Methodist church, school house, &c.—and one physician. There is also at this place, an extensive mercantile establishment which does, in addition to its retailing, a respectable wholesale business, with the surrounding country.

Bolesville—On the east side of Beaver, number of houses and families, between twenty and thirty, population about two hundred. There are at this place, two extensive boat yards, where business is annually done, to the amount of perhaps twenty or thirty thousand dollars. There is also a steam saw mill, embracing one run of stones, for the grinding of grain.

Bridgewater—Situated at the west end of the bridge across the mouth of Beaver, has forty-seven frame dwelling houses, eighteen brick, three frame warehouses, one brick, do. one brick brewery, and about four hundred inhabitants. There are ten stores, two taverns, two saddle and harness shops, three smith shops, two boot and shoe do., two cabinet do., two tailor do., two bakers, one coach maker, and three boat yards—this place is separated from East Bridgewater, by the Beaver, across which there is a bridge of some five or six hundred feet in length—cost over \$20,000. This place is improving rapidly, and will no doubt soon be united to Sharon on the north, Beavertown on the west—and present a continual succession of buildings to the Ohio, south. Col. Stone, long established at Beaver Point, and well known for his extensive operations in forwarding and storing goods, as well as in keel and steam boating on the Ohio, has lately laid out about one hundred lots between Bridgewater and the Point, which he offers for sale, together with the island in front of his possessions, containing from five to ten acres.

Beavertown—The seat of justice of Beaver county, is situated on an elevated plain, below the mouth of Beaver, it has about one hundred dwelling houses, rising one hundred families, and between seven and eight hundred inhabitants. Its public buildings are, a court house and other county offices of brick, a stone jail, a bank and two churches—(Presbyterian and Methodist) all of brick. A post office, two printing offices, seven taverns, eight stores, two hat establishments, an extensive brewery, two tinner, one tanner, one silver smith, one wagon maker, one cooper, three tailors, two saddlers, four black smith, five boot and shoe makers—ten lawyers and four physicians. This place, though it has remained stationary for a number of years, is now improving—several very respectable brick, and wooden buildings, have been erected within the last few months, and it will doubtless continue to improve, as this location is certainly a very delightful one.

Phillipsburg, or New Philadelphia—A village on the south side of the Ohio river, directly opposite the mouth of the Beaver, formerly owned by Messrs. Phillips and Graham, and connected with an extensive *steamboat yard*, but afterwards sold to Count de Leon and his associates. Their society having broken up, the place has remained stationary, in possession of a German population, formerly attached to that society, as joint tenants; but since the dissolution of their joint interests, they live in families, with separate interests, pursuing the industrious and frugal course, by which that people are generally characterised—their population may be from two to three hundred.

Freedom—A village on the north side of the Ohio, two miles above the mouth of Beaver, was commenced the twentieth day of May, 1832, and in eleven months, had over three hundred inhabitants. It has now fifty dwellings, sixty-three families, and four hundred and fifty inhabitants; a steam saw and grist mill, a distillery,

several taverns and stores, with various mechanics, a post office, two physicians, and an extensive boat yard, employing more than one hundred hands. Mr. Phillips, the enterprising proprietor, turns out work to the amount of forty or fifty thousand dollars per annum; and just above, upon the opposite side of the Ohio, is a boat yard, which will turn out about \$10,000 a year.

East Bridgewater and Fairport, quite in their incipient stage, promise soon to attain a respectable rank among their neighbours. Mr. Pinney has invested some thirty thousand dollars in lands at the above places, and is preparing to build up a large town. A wholesale store, with a capital of \$75,000 will be established at Fairport next spring. Mr. Le Baron, the famous bridge builder, has selected this place for his operations and residence, and is about to erect a steam mill by which he can furnish bridges to any part of the Mississippi valley, all framed, and ready for raising—we understand that the immense bridge about to be erected at Louisville, 600 miles below, will be sent by him, from the mouth of Beaver—it will cost over \$400,000.

It may be remarked, in conclusion, that none of the above described eleven villages, are more than half a mile from an abundant supply of the best bituminous coal, and none more than half a mile from the neighbourhood of the canal, or steamboat navigation—they are, with one or two exceptions, all improving rapidly, and will soon spread, and become united in one large and populous town.

[To be continued.]

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

JUNE, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather
THERMOMETER.				BAROMETER.							
1	Monday,	68	75	76	73	29.80	87	87	29.85	NW	Clear day
2	Tuesday,	60	76	77	71	90	94	94	93	S	Do do
3	Wednesday,	66	80	80	75	96	98	30.00	98	S	Do do
4	Thursday,	72	82	80	78	94	86	84	88	S	Sun and clouds, rain at night
5	Friday,	70	79	74	74	77	74	74	75	W	Clear—showry
6	Saturday,	68	77	74	73	74	83	87	81	W	Sun and clouds, rain at night
7	Sunday,	65	66	67	66	30.03	14	16	30.11	E	Cloudy day
8	Monday,	57	66	64	62	30.23	22	15	20	E	Sun and clouds—clear
9	Tuesday,	54	70	75	66	6	6	6	6	S	Sun and clouds
10	Wednesday,	68	81	81	73	4	2	1	2	S	Clear day
11	Thursday,	69	82	80	77	30.00	30.00	29.94	29.98	SW	Sun and clouds
12	Friday,	69	83	77	76	29.94	94	86	91	SW	Sun & clouds, rain, heavy rain
13	Saturday,	71	81	82	78	90	88	86	88	W	Sun and clouds
14	Sunday,	71	78	75	75	86	86	86	86	W	Do do
15	Monday,	59	70	67	65	97	97	97	97	SE	Sun and clouds—clear
16	Tuesday,	62	69	66	66	90	89	70	83	S	Cloudy—rain at night
17	Wednesday,	62	70	70	67	79	84	84	82	NW	Sun and clouds—Clear
18	Thursday,	58	74	73	68	83	75	73	77	S	Clear—cloudy
19	Friday,	63	76	76	72	70	67	56	64	S	Cloudy—damp day
20	Saturday,	61	69	62	67	66	70	76	71	W	Sun and clouds—light rain
21	Sunday,	48	61	62	57	87	87	89	88	W	Sun and clouds—clear
22	Monday,	50	68	70	63	89	89	89	89	W	Clear day
23	Tuesday,	61	78	76	73	90	90	80	87	W	Do do
24	Wednesday,	63	79	76	73	80	80	80	80	S	Sun and clouds
25	Thursday,	65	70	73	69	80	78	78	79	S	Rain—sun and clouds
26	Friday,	68	74	75	72	76	73	70	73	SE	Rain—cloudy
27	Saturday,	69	78	68	72	70	70	60	67	SE	Showry—heavy shower
28	Sunday,	62	74	70	69	60	60	65	62	W	Sun & clouds, heavy shower
29	Monday,	64	73	73	70	63	69	67	66	W	Sun and clouds
30	Tuesday,	62	68	63	64	70	75	75	73	W	Do do
Thermometer.						Barometer.					
Maximum on the 4th,						Maximum on the 8th,					
Minimum on the 21st,						Minimum on the 28th,					
Difference,						Difference,					
Mean,						Mean,					

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 245.)

CHAPTER XIII.

New Regulations.—Institution of the Philomathean Society.—Improved State of the School.—Establishment of the Department of Natural Science.

In the year 1810 a reformation was commenced by a complete separation of the seminary into two parts, the boundaries of which were distinctly marked, and their objects accurately defined. The students of the college, arranged into three classes—the freshman, junior, and senior—were placed under a faculty composed of three professors, who filled respectively the chairs of moral philosophy, of natural philosophy and the mathematics, and of the languages. Of these professors one was the provost, and the second the vice-provost of the university. The term of study was confined to three years; and the course of instruction embraced, together with the Latin and Greek classics, all those higher branches of learning and science which are usually taught in colleges. By a special determination of the board it was provided, that whenever punishments might be necessary, they should be directed exclusively to “a sense of duty, and the principle of honour and shame.” From this it would appear, that the students might previously have been subjected to occasional bodily chastisement—a degradation to which high-minded young men could not be expected to submit; and the liability to which, if it really did exist, must have had a great effect in lowering the general standard of character and attainment in the school, and bringing down its reputation to that inferior level upon which it stood for many years.

The resignation of Dr. Rogers gave the trustees an opportunity of abolishing the professorship of English and the belles-letters; and the English school, which, from the foundation of the institution had constituted a part of it, was shortly afterwards dissolved. Under the name of the academy, a grammar school was retained, in which were taught the various inferior branches of learning, necessary as a preparation for entering upon a collegiate course. Over this school was placed one or more teachers, without the title of professor, without any authority in the general management of the institution, and subject to the superintendence and control of the collegiate faculty. The charity schools, which constituted a third division of the department of arts, were also placed under the care of the faculty; so that the college, while in itself independent, was enabled to exercise over the inferior branches a degree of authority, sufficient to preserve them in accordance with its own interests, and to give the character of a regular system to all the operations of the seminary.

Such were the first steps in the path of improvement. Further advances were gradually made, as the way became clearer, and experience began to demonstrate the safety if not expediency of the course pursued. To raise the character of the college, higher qualifications for admittance were made requisite; and among these qualifications, a suitable age was considered essential. Formerly, boys had not unfrequently been permitted to pass through and receive the honours of the institution, whose immaturity of years was, of itself, a sufficient evidence of their unfitness for these honours; and men who beheld these unfledged *alumni*, could not but doubt the judgment and prudence of that *alma mater*, who had sent them forth from her bosom while yet so incompetent to their own intellectual management. It was resolved that no applicant should be received into the lowest class under the age of fourteen; a time of life at which it was thought that the sense of honour might be sufficiently developed to serve as a motive for strenuous application, and the intellect sufficiently mature to render such application productive.

With the view of exciting emulation among the students, greater care was taken to apportion the several grades of honorary distinction at the commencements to the merits of the candidates; while, in the mean time, they were taught to feel more strongly the influence of public sentiment, and to allow it more authority over their conduct, by occasional exhibitions of their skill in oratory before respectable assemblages of citizens.

They were, moreover, encouraged to form among themselves an association, similar to those which exist in many other colleges in this country, and the influence of which has been found highly beneficial, both to the young men who belong to them, and to the seminaries under the auspices of which they have been established. In these societies, the charm of secrecy has been employed to attract new members, and to maintain a stronger interest among the old; while it is deprived of all mischievous tendency by the participation of the professors and other officers of the college. To be able fully to appreciate the importance of such institutions, we must revert to the period of our own youth, and call to mind the deep interest, the spirit at once of union and emulation, the kindly feelings towards each other united with the energetic determination to excel, inspired into us by their manlike exercises; and while dwelling on these recollections, we shall experience in the love with which our hearts warm and expand towards the scene of our young efforts, and the vivid desire which arises to witness and contribute to its prosperity, a sure evidence of the lasting benefit which must flow to the seats of learning, from multiplying such sources of pleasant and affectionate association. The Philomathean Society of the University of Pennsylvania was founded in the year 1813, and still exists. The attention of the public is annually called to it by an address, commemorative of its origin, delivered by some one of its older members, appointed for the purpose.*

Notwithstanding all these changes, there yet remained, in the plan and arrangement of the seminary, some errors which it was important to rectify. The period of three years, to which the college term was restricted, was insufficient for the completion, without extraordinary talent and industry, of the prescribed course of studies; and the proper qualifications for a degree could not therefore be so rigidly insisted on, as if a due portion of time had been allotted. Nor was the number of professors proportionate to the task of instruction, embracing as it did almost the whole circle of the sciences. Some branches were necessarily omitted or imperfectly taught; and thus, to the want of time, was added another cause for insufficient preparation on the part of the student. It naturally followed from these circumstances, that the requisites of graduation were considered lower, and consequently the honour of a degree less, in the university, than in most of the prominent colleges of the United States; and, as the regulation requiring a long attendance of the students upon the professors remained unaltered, and the grammar school, though entirely separate in its government and conduct from the college, was still maintained in the same building, and therefore frequently confounded with the higher department, the institution was not yet able to rise entirely out of that reputation of inferiority, which had been attached to it from the period of the revolution.

The trustees, however, becoming sensible of these disadvantages, have recently made alterations, which, so far as regards the organization of the department of arts, leave little farther to be desired. The grammar

*Another society of a similar character, has since been instituted among the students of the university, under the name of the Zelosophic Society.—*January, 1884.*

school has been removed from the building in Ninth Street, and located in the old academy; so that the collegians no longer incur the risk of being confounded with the inferior pupils, and are allowed to enjoy unalloyed the natural and salutary sense of importance belonging to their station. That other unsatisfactory regulation relative to the time of their attendance has also been altered; and in this respect they are now placed on a footing with the students of the highest and most respectable seminaries. The term of study has been extended to four years; another class has been added to the three previously existing; and the faculty has been augmented by the appointment of a tutor, and the institution of a fourth professorship.

Time has not been allowed, since the adoption of these regulations, for the full development of those good effects which may reasonably be expected from them; but the result of the changes which were made at an earlier period has been highly favourable. Since the year 1810, the university has certainly taken a higher standing than it has previously enjoyed. Its operations have been conducted with greater regularity; the course of instruction has been more complete and efficient; and the annual number of graduates, varying from seven to thirty-four, has exhibited an increase of reputation and popularity, which though by no means equal to the wishes of its friends, or to its just claims, gives us a cheering assurance that the later improvements, which are but just beginning to be carried into effect, will not be fruitless in the end.

In the same spirit which originated the measures above detailed, the board of trustees, in the year 1816, determined to institute a new department in the university, to be devoted more especially to the advancement of those branches of science which could not be advantageously brought within the scheme of the seminary as it then existed. It was evidently impossible, during the regular collegiate course, to acquire an intimate and thorough acquaintance with all the diversified subjects of human knowledge. All that could be aimed at with discretion, was the communication to the young student of such varied elementary instruction, as might enable him, in his subsequent career, to pursue beneficially any particular subject of study to which his interest or his genius might incline him. But there are many branches of science both ornamental and useful, which, even with the aid afforded by this elementary instruction, are still attended with so many difficulties, that the learner is apt to be discouraged at the threshold, and to turn away his steps towards some object of more easy attainment, but less honourable in the pursuit, and less advantageous in possession. These difficulties, consisting often in the want of practical and experimental illustrations of the facts and deductions of science, may be removed or greatly diminished by courses of lectures, delivered by well qualified professors, with the assistance of extensive cabinets of specimens, and a suitable apparatus. This remark is particularly applicable to those branches of knowledge which are designated by the general title of natural science. As the means requisite for the proper illustration of these subjects are often beyond the resources of individuals, it was thought by the board, that by constituting a faculty of professors, and affording them such facilities in the prosecution of their several courses of instruction as might be within the power of the university, they would be contributing towards the public good, and at the same time elevating the character of the institution over which they presided. A department of natural science was accordingly created, embracing five professorships, which were immediately filled by the choice of men recommended either by their general talent, or by their peculiar fitness for the offices to which they were appointed. The duty of the professors was to give annual courses of lectures to the public, for which their remuneration was to consist in the fees of the attendants; and the advantages which they de-

rived from the university, beside the honour of the connexion, were the gratuitous use of suitable apartments, and access to the apparatus belonging to the institution. Though the rule demanding annual courses has not been exactly complied with by all the gentlemen who have accepted professorships in this department, yet on the more important and popular subjects lectures have been regularly given, in some instances, to numerous classes; and the general result, if not so favorable as might have been anticipated, has been such as fully to justify the original adoption of the measure, and to give rise to the hope that much good may flow from it hereafter.

(To be continued.)

PHILOCLEAN AND PEITHESSOPHIAN SOCIETIES.

An Address to the Philoclean and Peithessophian Societies of Rutgers' College. Delivered and Published at the request of the Philoclean Society, by

DAVID PAUL BROWN.

ADDRESS.

Gentlemen of Rutgers' College:

Force of Character, Eloquence, and the Value of Time, form the principal subjects of that discourse to which I shall briefly invite your attention, and direct my own; and if, in the discussion of the *one*, we shall not prove unmindful of the importance of the *others*, the object of this appointment, so far at least as *my* views are concerned, will be satisfactorily fulfilled.

Force of Character is that quality—which, although its possession does not invariably imply greatness—without which, no man can ever become truly great. It may, as is the case with most of the distinguishing characteristics of man, be the result of natural endowment, but it is not necessarily a natural endowment; and its acquirement, although certainly with *some* a matter of greater facility than with *others*, is, nevertheless, open and free to all. This great faculty is much more readily understood than defined. Indeed, all metaphysical researches are naturally embarrassing:—“As the eye sees not itself but by reflection,” so the mind is ever incapable of ascertaining its own true character, or comprehending the various springs and sources of its own intelligence and motives. It is a ray emanating from the Deity; it comprehends every thing but itself—but in itself is lost—in short, it is

A holy mystery,

A part of Earth—a part of Heaven—

A part, great God, of *Thee!*”

Force of character by some is called genius—by others talent, and by a third class, perseverance. These, it is true, all more or less appertain to it, but they are rather its attributes than its essence. It combines them all—it supports them all: but the ivy that twines around the gnarled oak, or the flowers that adorn the diversified parterre, no more contribute to sustain the trunk or bed upon which they grow, than genius, talent or industry, separately regarded, conduces to create or to establish what is proposed to be considered under the denomination of Force of Character. Genius is often at open war with it. Eccentric, erratic, embracing a vast variety of heterogeneous objects, with but little respect to their importance or utility, it frequently exhausts itself amidst diversity and distraction, instead of regulating its pursuits by some useful, settled and salutary principle. Talent is but another name for inclination, and veers and varies in its meteor course, as often as the whim, will, pleasure or caprice of man. Perseverance comes nearer than either of those to the nature of our subject, but it is not so comprehensive in its scope, nor so illustrious in its results. Perseverance

may exist without force of character, but the latter ever includes the former.

Napoleon—that bright Orb, that now is set “in starless, rayless, endless night,” exhibited in his transcendent military successes, perhaps as apt an illustration or outward and visible sign of the effects produced by intellectual force of character, as ingenuity or reflection could possibly suggest. Every campaign was but an image of his mighty mind. How was it, that often with inferior numbers—with no superiority of discipline to many of his adversaries, he subdued empires, and laid waste almost an entire quarter of the globe! It is said by those who were observant of his tactics, that he rarely awaited the attack, but commenced it; and that his astonishing victories depended upon his wonderful power of suddenly concentrating the whole strength of his army, and directing its operation against any given point of the enemy's line,—and then, again, by the rapidity of his evolutions, transferring that strength to any other portion of the battle, to which his consummate generalship, or the exigency of the occasion might direct him. In a conflict with such skill—such decision—no superiority of numbers—no plans, however prudent—no courage, however resolved, unless sustained by equal energy of mind, could possibly prove available. The outstretched line of warriors—each man defending his own person, or each battalion protecting its own post, was scathed and scattered, as by the condensed fury of a thunderbolt, bursting from the angry clouds of war. The operation of his armies, I say, were but a type of his mind. It was *that* which imparted so much terror to his arms, and rendered them irresistible. He was surrounded by experienced generals—many of whom, in some particular qualifications of the soldier, were at least his equals,—but in *him* was united, all that was best in *them*.

You have a still more interesting and illustrious instance, though of another and widely different order, presented to you in the life of one who was “*first in war—first in peace—and first in the hearts of his countrymen.*” Patriotism was his ruling passion. All the actions of his invaluable life—all the powers of his mind were freely devoted to his country. Kindred spirits rallied around his standard—the faithless and the false shuddered and shrunk beneath his glance,—his energies, moral and intellectual, were actuated and swayed by one great principle; and, whether in the retirement of Mount Vernon, or at the head of his little band of devoted patriots, or in the Executive Chair of the Union, the eyes of his countrymen ever fondly rested upon him, as

“A combination and a form indeed,
Where Ev'ry God did seem to set his seal
To give the world assurance of a man.”

The moral influence of his example was resistless. It was that which, while his whole soul was centered in one great object, rendered that object the focus of all the choice and master spirits of the age. Nothing else could have rendered our Revolutionary struggle successful. In the mere matter of generalship he also may have had *many* rivals,—but in force of character, *not one*. His heart was never doubted by those who, themselves, were unsuspected; and, although surrounded by men of the highest intellectual attainment,—in the harmonious and mutual adaptation of his great qualities, he towered above them all.

Lafayette—is another bright example of the truth of our doctrine. “Whatever his hand found to do, he did with all his might.” The execution of his work was not the result of cold, calculating reason. Reason may have dictated it—but the warm, generous, enthusiastic and devoted heart, promoted and secured its achievement. Whether he enlisted in the great cause of human Liberty, embarked in the glorious struggle for American Independence, or imparted his counsel to the provisional government of France, he generous-

ly and freely staked his fortune and his fate upon the issue. Something of this may have been ascribable to the warmth of his temperament—much of it to the time in which he lived and the circumstances by which he was encompassed, but more, undoubtedly, to the school in which he received the initiatory principles of his future life—the camp of the immortal Washington!—the Hero who subdued himself and others!—*Bis vincit qui se vincit in victoria.*

As another, and the last example, not unworthy to be classed with those illustrious men, stands the venerated, alas! that within the present month we should be compelled to say, the *lamented* Chief Justice of the United States. A man whose whole career was one continued evidence of almost matchless gentleness and firmness, simplicity and strength, humility and grandeur:—whose life was a national blessing and whose death a national calamity. He, too, was the pupil—the friend—the fellow soldier of the Father of his Country. Their works were here; but they looked for their reward not to an earthly, but a celestial crown—“to a throne not made with hands, eternal in the Heavens.” Thus must it ever be. It has seldom happened that a great man flourished alone—the kindred sympathies of our hearts,—the ambition inspired by example,—the collision of minds engaged in the accomplishment of a great work,—the applause which ever invites to competition, all contribute to bring into action those latent powers which otherwise might slumber, and, perhaps, die. It is the peculiarity of greatness that it lights, and leads, and lures others on to glory by its own effulgence. I pause not for instances, ancient or modern—the page of history is resplendent with the accumulated proofs of this doctrine.

We have been somewhat led, in contemplating the effects of force of character, from the cause that produces them. The prodigious results will easily be comprehended, when they are considered as springing from the natural or habitual employment of the united moral and intellectual energies for any specific and commensurate purpose. If the mind be spread or scattered over a vast surface, without the ability of suddenly collecting its forces and bringing them all to bear in the hour of emergency, it will frequently be resisted, if not utterly overthrown, by a comparatively feeble and contemptible adversary. Such a mind never can rely upon itself; its very acquisitions and treasures are but an intolerable burthen, and serve only, in the world's great conflict,

“Like golden armour, worn in heat of day,
To scald with safety.”

The purpose of knowledge is usefulness.—“No man lighteth a candle, and putteth it under a bushel.” It is not sufficient that the mind should be a library of profound learning, but, as has been well remarked, it should be a *circulating* library. The knowledge that either is not exercised at all, or not exercised until the occasion has passed by, is *fully*—and leaves us only to regret that it had not been acquired by some one who *could*, and who *would*, have applied it more beneficially for mankind. Let not these sentiments be understood as a reproach to erudition, or as an encouragement to mere sciolists in the work of Instruction. It rarely happens that the superficial can ever render any valuable aid to the important concerns of life. Even if possessed of promptitude and decision, they are almost always destitute of force of character—for it is the very essence of that great virtue never to know imperfectly, what may be fully comprehended. The difference between the two classes to which I have referred, is this—the former are always *prepared*, but never *ready*,—and the latter are always *ready*, but never *prepared*. Take the learning of the one, and the activity of the other, and success in every effort is secured. It is absurd to suppose that each particular branch of study has any especial or exclusive destination. No one branch can secure

eminence,—but still less can it do so, when it is singular in its application. It is in their union that the powers of the mind are wrought up to their highest excellence, and that human nature would seem to entrench upon the privilege and sanctuary of angels. In your Academian shades and arbours, you may challenge and enjoy temporary distinction from preëminence in Mathematics—in the Languages—in History—in Philosophy—in Eloquence or in Poetry; but, when you leave these tranquil and beloved scenes, the blessed abode of youth and innocence—at once the vast vista of a tumultuous and diversified world opens before you. The universe is now your theatre,—you enter suddenly upon a career of turbulence and anxiety, from which you never—never can return. Once grappled to the world, you are plucked forward by a power as irresistible and relentless as that of death. Onward—onward, still you go, in the pursuit of the fleeting phantoms of delusive life; and, in the very moment of clutching them—the *grave*, the last sad pillow of repose, opens to receive you,—and that world for which you toiled and suffered, appears “like a scroll that is rolled up together!” Such is life,—and such, alas, is death, the inevitable doom of man!

In every earthly profession or pursuit, you will encounter talents of the first order,—aye, the first of the first order; and you must either maintain your stand against every champion and upon every ground, or be condemned to ignominious and irretrievable defeat. Let us, for the sake of illustration, pursue this matter still further. Which of the sciences do you select for your profession? Whichever it may be, let it be steadily remembered, that it is the nature of a science to improve upon itself, and never to be fully attained—and that it is also clear, so intimately are the professions or sciences connected, that no man can be a competent master of any one without some knowledge, theoretical or practical, of the others. Reflect maturely upon this, and let it stimulate you to renewed zeal and unremitting assiduity.

Is your ulterior attention directed to *medicine*? For every advantage now unimproved, the lives of whole hecatombs shall pay. In the prosecution of your studies, it is not merely the benefit to your own prospects that is to be considered, but the benefit to the community. It is not merely an absolute, but an important relative duty, that you are called upon to perform—and, it is not merely the time present, but the time to come, that is to be regarded. Remember this, and it will incite you to those efforts, which at once bespeak for their origin, and secure by their exercise, that intensity of thought, that devotion of the heart, that vigilant sense of obligation, which constitute force of character. Is it *divinity* to which you aspire? Do you stand forth in the Holy Temple of the Most High—radiant and redolent with his blessings, youth and health and happiness? Do you cast your eyes over his glorious creation, wherein every opening flower breathes incense to the Creator? Do you contemplate the bright hosts above, in which every star beams with the glory of the great First Cause, and does not the soul leap within you, at the consciousness of your divine and eternal calling? Do you stand then in monumental mockery, like a cold and marble statue, amid the groans and vices of a recreant and dying world? Or do you, wrapt and inspired by the voice that spoke from Sinai, devote your whole strength to the salvation of your fellow men—cheer the faithful onward to an endless crown, and awaken the slumberer from his sleep of death—sustain the footsteps of the faltering—reclaim the giddy wanderer from the gulph that yawns to receive him, and boldly vindicate the ways of God to man! To accomplish this, although piety in yourself is indispensable, yet even piety is insufficient. An extensive knowledge of human nature, and the springs of human action—a knowledge of Physiology, and the rules of civil conduct are also necessary, together with a concentration of

moral and intellectual power, graced by a fervid and persuasive eloquence.

Do you adopt the LAW for your profession—for worldly purposes—the noblest of all worldly pursuits, involving property, reputation, liberty, life, government, every thing that is important to bless and preserve mankind? The law rightly understood embraces, and is embraced by the sister sciences. Divine law is its basis; and, in *criminal* practice especially, the knowledge of the physician, the surgeon, the chemist, and the anatomist, are often as essential to the discharge of the duty of an advocate, as an intimate acquaintance with Blackstone or Coke upon Littleton. The mere lawyer, permit me to say it, is a mere blockhead. The professors of the law are only venerated, from a presumption of general efficiency in the concerns of life, and above all, for their supposed eloquence; and, in the language of Quintillian, “may I perish if the all-powerful creator of nature, and the architect of the world, has impressed man with any character so proper to distinguish him from other animals as the faculty of speech. When nature has denied expression to man, how little, how very little, do all his boasted divine qualities avail him.”

By eloquence, is not meant mere fluency and flippancy of speech; these are no more to be compared to eloquence than an ignis fatuus to the broad glare of the meridian sun. Eloquence consists more in the harmonious structure of thought, and in the depths and sublimity of feeling, than in the adoption of measured language, or the graceful fall of well turned periods. Those who bestow more attention upon words than sentiment, never yet were, and never can be eloquent. External dress, it is admitted, ought not to be utterly disregarded, and, in truth, cannot be, where the mental condition is such as has been suggested. It is by no means necessary, to a distinguished man, that apparel should be studiously considered and adjusted, but still a proper regard to decency of exterior, is calculated to enlarge the sphere of his usefulness, and to recommend him to those portions of society, whose perspicacity never enabled them to discover virtue in poverty, or genius in rags. With this understanding, words may be said to be things, a sort of letter of introduction, or passport from heart to heart, obtaining access for more valuable and less perishable impressions. A blush is said to be the colour of innocence—to the eye of the superficial observer, the contemplation of external signs is the least painful and most important, and if these shall result in finally attracting attention to the inward man, even in the estimation of Divine Philosophy they are not to be utterly despised. If some modern orators should “monster their nothings,” or fastidiously decorate and bedizen the puny and sickly offspring of their brains in embroidery and brocade, and thereby introduce them like modern fops into the best society, great men may imbibe instruction from their folly, and profit by the example. It is the peculiar privilege of philosophy to derive benefit from the weakness as well as the wisdom of others. The unpolished and incrustated diamond may be passed over with indifference or contempt, while shallow, worthless, glittering French paste, shall attract all eyes and win all hearts. It is proper that the decorums of life should be strictly observed, neither the Muses nor the Graces, invested as they are with female privileges are to be won or wooed by a sullied face and hands. Foppery and vanity of expression are certainly to be avoided, but, nevertheless, princely thought, challenges princely entertainment, and should, therefore, never be disguised in the habiliments of a pauper.—“A word fitly spoken is like apples of gold in pictures of silver.” I differ *toto cælo*, from those, therefore, who underrate the blandishments and graces of oratory, although my own deficiency may be no voucher for the sincerity of my opinions. Cicero is a shining instance of the doctrine now contended for. Aware of the importance of lan-

guage, the chief of his life was devoted to its study—inferior, undoubtedly, to Demosthenes in force of character, yet was he a more finished orator. The structure of his sentences was more perfect—his language more select and polished, but in action, as well as in matter, no man can read the discourses of those great masters, without acknowledging the supremacy of the Greek.

The chief defect of Cicero was want of decision of character—for which inordinate vanity and consummate art were substituted. Demosthenes, on the contrary, although, at times, he betrayed timidity, was obviously possessed of great firmness and decision. Nothing can show this more clearly, than his zeal and devotion in the pursuit of oratory, and the spirit which he manifested in his philippics and speech for the crown. The eloquence of Cicero may be compared to a majestic river, gliding through mount, and vale and plain, and reflecting on its broad and tranquil bosom the flowers and the foliage, the smiling villages and stately cities that decorate its shores, while it exhibits the beauties of the bright cerulean, and sparkles in the rays of the o'erhanging firmament. That of Demosthenes, on the contrary, resembled the mighty ocean—dark, deep and terrible, now fanned by the gentle zephyrs, and now lashed and chafed by the storm, and directing its rage as it were, even against Heaven itself. It is the difference between beauty and sublimity—between symmetry and strength—between Apollo and Jupiter. Character does not depend more upon opinion, than opinion upon character. When, therefore, inquired of, what were the chief qualities of an orator? Demosthenes replied, action—in other words, manner—and he was right. It embraces every thing—no man of imbecile mind, feebleness of conception, poverty of language, or coldness of heart, can be possessed of action. We do not understand by action, gesticulation, or dramatic effect, but that adaptation or conformity of the graces and powers of body and mind, which shews that the whole soul is enlisted in the cause. Cicero confirms this notion in the following familiar incident—indifferently ascribed to him and his great rival. A client called upon him, as we are told, to institute a suit against an individual who had wronged him. He related the story of his grief in such a cold and unimpassioned way, that the advocate declared his disbelief of the whole account—whereupon the complainant highly incensed, tore open his robe—exhibited the wounds upon his person, and swore to redress himself if the laws withheld their aid. The orator was convinced, and the client satisfied. *This was action.* I remember a striking instance in my own humble experience. A gentleman sought redress for one of the deepest wounds that could be inflicted upon his domestic peace—his brow was placid—his voice unbroken—his eye rayless—his breast tranquil—his whole soul obviously sleeping upon the subject of his complaint. I told him frankly, that from his character, every word that he uttered was believed, but told him, also, that if he related his story in the same manner upon the approaching trial, the jury would never credit it, as the heart seemed to bear testimony against the tongue. The prediction was realized. He told the story in the same cold and listless way,—he was totally uncontradicted, and unassailed;—but, influenced by the ordinary principles that govern the determinations of men, he was utterly rejected by the jury, and the defendant was acquitted. Such is action;—call it passion—manner—gesture—what you will, it is the life of eloquence.

It is eloquence that imparts the chief charm and the chief glory to all the learned professions, and particularly to the law. In knowledge of the law, Greece had many equals to Demosthenes—Rome had many superiors to Tully, but the splendour of their oratory has survived all competition, and its memory shall endure forever. In the acquisition of Theology, Medicine, or Jurisprudence, be not therefore unmindful of

the advantages of Rhetoric. Improve them daily hourly—unceasingly! There is no situation so mean that they cannot dignify it—there is no elevation so high that they cannot exalt it;—without them, knowledge is the miser's wealth, and only cheers the owner—with them, the riches of the mind are scattered or diffused to the four quarters of the earth, "far as the adventurous voyager spreads his sail;" and, in the circling eddies of life, having imparted their benefits to others, like the bread cast upon the waters, they shall be returned after many days. Eloquence, however, let it be understood, is not a castle in the air—a fairy place of frost-work, conjured up by a distempered fancy, destitute alike of substance and support; it is rather to be compared to a magnificent Grecian temple, constructed of parian marble—sustained by pillars that shall endure for ages, exhibiting the most exact and admirable symmetry, and combining all orders and varieties of architecture.

As intimately connected with eloquence, a fondness for poetry should not be repressed. The harmony of numbers improves the power of language, and is an evidence of harmony of thought. Poetical enthusiasm, within proper limits, sweetens our toil, and often stimulates us to the noblest flights of ambition. In fine, all the innate and acquired functions should be encouraged. Fertility is easily cultivated, but no art can cure barrenness. "I would," says Cicero, "have something in youth that I can lop away. While we think it is sufficient to be without vice, we too often possess the vice of being without virtue." There is no danger from the fancy, where the reason is proportionably improved;—there is no peril to be anticipated from ambition, where the judgment keeps pace with, and regulates it. It is only where an overweening predominance is allowed to one passion or faculty over the others, that the equilibrium is lost;—and the moral and intellectual symphony, becomes "like sweet bells jingled, out of tune and harsh."

As eloquence is essential to the sciences—as the sciences are important to each other, so are the minutest branches of your education important to each particular science.

"Alterius sic

"Altera poscit opem res et conjurat amice."

Indeed, all orders and departments of learning, reciprocally borrow and reflect light, and, in their united influence, constitute the accomplished scholar. They may be severally applied to separate and special purposes; but, in their individual uses, they must enjoy mutual and general support. This is force of character. It is easily distinguished from mere intellectual acumen, promptness or activity. It is not a single quality, but a combination of moral and intellectual powers—an ability to transfuse all the faculties into any one. Phrenologists seem disposed to ascribe it to a vast volume of the brain,—and have attempted to show, therefore, that its absence or presence is to be ascertained from the dimensions of the head. But, if left to conjecture the chosen abode of this virtue, while inclined to consider it as the result of joint influence, I should rather select the heart. Without its aid, reason is cold, rapid, and comparatively worthless. The heart is the throne of the passions, and they constitute the impulse and motive to intellectual action, and often spontaneously regulate human deportment, without regard to the restraints of reason or the decrees of judgment. Where the evil passions predominate, men may be betrayed into difficulties, dangers, and crimes,—but, on the contrary, when the passions are of a benign tendency, they are productive of infinite good. It is only, however, where the emotions of the heart and head are judiciously adapted to each other, that the harmonious and perfect character is formed. It is, therefore, that great mental accomplishment is, perhaps, more necessary to those possessed of great energy of feeling. Where there is

extensive power, there must be co-extensive controul and direction. Misapplied energies eventuate in the worst consequences;—and it is frequently to be regretted, that extraordinary intellectual strength, swelled into irregular action by the incitements of the heart, like the mighty Nile, at times defies restraint, and sheds terror and dismay over those smiling regions which it was designed to fertilize and bless.

"The die is cast," exclaimed Cæsar, as he plunged into the Rubicon, to plant his parricidal foot upon the bleeding bosom of his country. This, which is generally mistaken for force of character, borders so closely upon weakness, that it is almost impossible to determine to which of the two it belongs,—“such thin partitions do extremes divide.” That it manifests great decision is unquestionable,—but decision is not force. If, to all the reproach and odium heaped upon him by an ungrateful country, he had patiently submitted, thereby uniting patriotism and firmness, there would not have been more decision of character, but much more force. This false step, however illustrious, was but a triumph of passion over reason.

When Parmenio advised Alexander to attack the mighty army of Darius under cover of the night,—“No,” replied the youthful monarch, “I will not steal a victory.” There would not have been less decision in the one course than in the other, yet, in glory, they bore no comparison. One bespoke a mind replete with the noblest sentiments of honour—the other a disposition more crafty than magnanimous. Alexander’s was the decision of one, “every inch a king”—Parmenio’s that of a highwayman. Both equally brave, and equally resolved,—but the one aiming at glory, at the hazard of defeat, and the other simply at success, at the risk of that glory, without which success lost half its value.

Force of character, rightly understood, never can profitably exist without sound morality, or embracing morality without becoming sentiments of religion. Whatever may have been the state or condition of man before the Christian era, it is to be borne in mind that the standard by which their merits were then adjusted, was a temporal and artificial standard. The morning beams of Revelation had not then burst upon them, and the black and grimed spots by which human nature was too frequently defaced and disfigured, escaped detection and censure from the darkness of the age in which they lived, or challenged impunity from their universality. But now, no man, unless he build upon the Rock of Ages, can, either for time or eternity, build *securely*. Without a conscious responsibility to Heaven for the deeds done in the body—so is our nature constituted—so is it influenced by Divine power, as to render it impossible that man should ever ensure to himself the reverence and respect of his fellow-men. To look, therefore, for force of character into the mind of an infidel, either in theory or practice, is to plunge into the bottomless pit in search of Heaven. There may, it is true, be great piety where there is but little firmness or decision of purpose, but there never was true firmness and decision without religion. The infidel Voltaire, in wit, acuteness, erudition, and industry, had probably no superior in the age in which he lived—yet what did he ever accomplish?—To what useful or steady purpose were the powers of his mind, in their “bad eminence,” ever directed?—What treasures here, or hereafter, has he laid up for himself, or entailed upon mankind?

Byron is another deplorable instance of a man, totally destitute of the virtue of which we speak, and who boldly relied upon his eccentric impiety for a substitute. Unhappy being! blown about by every breath, like a skiff in a storm, without chart or compass, anchorage or helm—attempting to gild and adorn his monstrous vices with the meretricious ornaments of an extraordinary and depraved genius, and thereby ren-

dering that genius, which was designed for good, the means of destruction to himself and others.

Shakspeare, on the contrary, was almost unrivalled in the possession of this element. It has been supposed, by some, that he had no consciousness of his superiority. That was impossible; to believe it, is to deny him that very excellence which is universally conceded to him. He was, unquestionably, a good man, as may be demonstrated from his works; he was consequently a modest man; but he must, nevertheless, have smiled while observing the assumptions of superiority, by many of his cotemporaries, who were no more to be compared with him, for so the world for nearly three centuries has decided, than Thersites with Ulysses. Shakspeare sprung from a lowly origin, yet he attained a height far above a monarch’s throne. From this, and other similar instances, it has by some been imagined that great powers are more generally manifested among those of humble birth and limited resources, than among the wealthy “curled darlings of the nation,”

“Sooner found in lowly shed,
With smoky rafters, than in tapestry halls
And courts of princes.”

There may be reasons why this should be so, and yet it is probable we may have substituted the philosophy for the fact. In the first place it is more remarkable that, in despite of the pressure of calamity, the buoyancy of talent should force men into public notice. “*Clarior e tenebris*”—they shine more refulgently from the obscurity by which they are surrounded.

“The lower their descent
The prouder their desert. Thus to emerge
From the dark struggling adverse clouds of fate,
Like the bright sun from a tempestuous sky,
Or the toss’d bosom of the stormy main,
All radiant and majestic in his glory;
How much more godlike, than when rosy hours
And gentle fanning zephyrs cling around
His golden chariot, and, enamoured, shed
Their fragrant incense o’er its burnished track.”

Again. Those who enjoy fortune and competency for instruction, compared with the great mass of mankind, are few. But still another, and perhaps a stronger reason is, that among the opulent and powerful there are, of course, fewer necessities, fewer objects of ambition, than with those in an humbler sphere of life.

With us there are no stars and garters and titles of nobility; there is no royal favour to court or to profit by, but every freeman is a chartered king—and an improved intellect shall shed a greater lustre around his brow than the brightest jewel in a monarch’s crown—because, under Heaven, it is emphatically his own. No human power can give it to him without his will—with or without his will no human power can deprive him of it. Why will you, then, while contemplating innumerable local and artificial improvements, like the base Judæan, throw a pearl away richer than all the rest. The humblest individual in society, by asserting his own natural privileges, and exercising his own inherent powers, may elevate himself to the loftiest heights. He may look down in the consciousness of exalted worth upon kings, princes and potentates, and all, who in the superciliousness of empty pride, standing for fame on their forefathers’ feet, have been accustomed to look down upon him. Here is an object for the eagle eye and eagle wing of the loftiest ambition.

The course of instruction is a thorny one, if you please. The hill of science is difficult of ascent; but fix your thoughts upon the glorious summit, redolent with flowers, and exhibiting on its time-honoured brow all the colours of the rainbow, to lead and lure you on—and who then will falter in this great attempt. The

ascendency of education and worth is the only legitimate and republican nobility.

To be sure it often happens—too often indeed—that “the learned pate ducks to the golden fool”—but which of the two do you suppose the happier? The mere external ceremony that attends upon wealth, is that in which the heart does not participate, but which is accorded in obedience to the voice of society.—Fortune is too transitory, too fugitive, to excite any permanent regard; it is like “the lightning that doth cease to be, ere one can say—it lightens;” and, although it may be exercised for oppression and compel thousands to acknowledge and submit to its dominion, it can impart no rational gratification to its possessor, except when it is applied to the promotion of virtue.—The case is widely different, however, with a man of intellectual wealth. Do you behold him in the literary and social circles, he is the very centre of interest and attraction. Do you mark him in the councils of the nation, while

“Deep on his front engraven
Deliberation sits, and public care;”

Who inquires of such a man, what is the limit of his fortune, while his intellect is a mine of inexhaustible worth? “Wisdom is better than rubies, and all things that may be desired are not to be compared to it.” Who searches into his birth or his lineage? Like the noblest of rivers, his stream is not less famous, though the source may be unknown.

Before leaving this branch of my subject, it must be admitted, as it cannot be denied, that the physical structure may exercise an important sway over the state of the mind—that one man may be born with a capacity superior to another—still, without instruction, that capacity is like the steward’s buried talent, it produces nothing, and moulders and rusts in its native soil: the heart, of which they were designed to be the ornament, becomes their sepulchre—their garden is their grave. By competent instruction, on the contrary, even where these innate advantages do not exist, the mind is wrought up to a pitch of elevation, that the favourites of nature are often giddy and dazzled in beholding, and which they can rarely hope, unassisted, to attain.

Young men, however, should reluctantly arrive at the conclusion, that they are naturally incapacitated for the accomplishment of any just or meritorious object. Our fear often conjures up monsters, with which to appal itself—Faith is essential to the successful exercise of the mental faculties. The very belief of the possession of genius, if not the evidence of its existence, is frequently no despicable substitute, as it impels the mind to activity, and sustains it in defeat. That which is timorously attempted is often relinquished in despair; or, if performed at all, is rarely well performed. Modesty, it is true, is always becoming, but it is by no means incompatible with proper reliance upon ourselves. The effect of this self dependence is every where displayed—but look to the *single* instance of memory. Set out upon any subject you may, with an entire confidence in memory, and it will rarely desert you—distrust it, and it is gone. Such is the nature of all the noblest properties of the mind.

Distrust your own merit—learn humility in considering the kindness and bounty of Heaven, which gave and can take away, and in beholding the vanity of life in its best estate. Remember, even after your proudest efforts, how far you fall short of those who have preceded you—how far you may be excelled by those who shall come after you. Yet, do not reflect upon this with a repining or envious spirit, but rather look upon the world as a vast army, in which every man who performs his duty, and maintains his post, contributes his share to the harmony of the discipline and the glory of the victory.

Too much influence is often ascribed to Nature; and, to many, this is matter of great discouragement. Depend upon it, there are more men distinguished by education and opportunity, than Nature ever designed to be so—while, on the other hand, many who are decided favourites of Nature, have, in despite of her support, by their own indolence, indifference and neglect, sunk into utter oblivion or contempt. The mind almost as frequently takes its direction from chance, as from any innate propensity. Demosthenes would, probably, never have been an orator, had he not been captivated by the honours bestowed upon Callicrates. And, carrying our doctrine even into the strong hold of its adversaries, there is much room even to question the truth of the maxim—That poets are born, and not made. The world begins to exert its influence upon a child from the birth, long before we perceive its effects upon the dawning intelligence of the infant; and it is, therefore, impossible to say where nature ends and art begins.—We admit that a vast volume of brain may be favourable to great intellectual exercise, but the extension of the brain is just as likely to be produced by the operation of the mind, as the mind is to be affected by the action of the brain. And thus we are still brought back to the inquiry—Which is the cause, and which the consequence? Why is it, that a particular configuration or denotement indicates excellence in a particular department of knowledge? It is, probably, because that portion of the brain, corresponding with the protuberance of the cranium, is brought daily into full and wholesome exercise, and thereby invigorated and enlarged; while other parts of the sensorium are enervated from inaction, and, consequently, depressed. Mind may inform or improve matter—but, certainly, matter never could create mind. It is, to be sure, an agreeable doctrine to the sluggish and supine, that Nature does every thing, and that without her aid nothing can be accomplished. It is agreeable in two points of view. If we are favourites, we are excused from exertion—and, if we are proscribed, no exertion can avail us, and, therefore, it is useless to attempt any. The man who holds to either branch of this creed of intellectual predestination, predestines for himself. He will, at least, have one reflection to console him, and that is, entire and infallible freedom from all apprehension of mental derangement. Folly—folly—folly, has forestalled all possibility of this terrible calamity.

Correct and improve your minds, by the most assiduous study of the best intellectual and moral models—but never stoop to be servile *imitators*. No man can build securely upon any other foundation than his own. No two minds were ever constituted exactly alike; and, if they were, the vicissitudes and contingencies of the world, would soon vary their features and complexion, and render them widely dissimilar. It is, therefore, impossible that they should equally succeed, in any given object, by the same mode of pursuit; more particularly where one is impelled by genius, and the other induced by example. Great men are always original, whether it be in acquiring, applying, or imparting knowledge—they think less of the number or pretensions of their competitors, than the achievement of the prize. They rush onward to the goal, looking neither to the right nor to the left, and their vision being undivided, their success is certain. The eye being kept single, the whole body is full of light.

“Mere imitation,” says a great master of eloquence, and the remark is applicable to every art and science, “mere imitation has an ignoble end, for it does no more than discover an indolence of genius which can rest satisfied with that which has been invented by others. While we strive to be foremost in the race, we may come in equal with the foremost, which never can be, if we are content to tread in his footsteps. In other, and plainer language, he that abjectly follows another, cannot get alongside of him, much less get before him. A copy must always fall short of the

original, for the same reason that the shadow is less expressive than the substance—the portrait, than the face—and the manner of an actor, than the feeling of the mind.” Pray you avoid it.

Another, and most important subject, is TIME: in considering which, I shall not be unmindful of the draught already made upon your attention.

“The time of life is short,
To spend that shortness basely, t’were too long,
Tho’ time did ride upon a dial’s point,
Still ending at the arrival of an hour.”

Or, in language more solemn, and not less affecting or poetically beautiful—“Man is of few days, and full of trouble—he cometh forth like a flower and is cut down; he fleeth also as a shadow, and continueth not.” Yet, is it not most extraordinary, that surrounded as we are by these lessons upon the brevity and importance of time—Time, the very tenure by which we hold all our earthly, may I not say, all our Heavenly interest—Time, without which nothing can be achieved, *with* which, carefully improved, the world is too narrow for the majesty of man; and he would seem ever, while moving in a temporal sphere, to entrench upon eternity. I say, it is most marvellous, that, thus permitted to enjoy this precious heritage, we should, in some instances actually employ one-half of our lives in inventing means for wasting or escaping from the other. Time may be said to be the very soil of our existence. We may convert it, by prudent culture, into a smiling paradise, or abandon it as a bleak and barren and blasted heath, to the tempest and the wrath of offended Heaven. We may measure and divide, decorate and improve every moment or portion of it—fill it with fragrant flowers and luscious fruit, refreshing arbours and gay parterres—there the laurel and the palm shall flourish—the vine and the fig tree shall cling and cluster together, and the whole soul shall revel in a wilderness of sweets. The improvement of time is the first and best step towards a blessed eternity.

Time is the price of immortality; and if it be squandered or misapplied in early life, when it is most productive and profitable, the remnant of our days shall be “spent in shallow and in miseries.” Improve then the time—between the cradle and the grave there is a great work to be accomplished—the work of two worlds. Not a moment is to be lost—

“For on our quick’st decrees
The inaudible and noiseless foot of time
Steels ere we can effect them.”

Where is the man that can look back on his worldly course, unhaunted by the thronging ghosts of murdered years—of years numbered forever with those beyond the flood, and bearing upon their brow the shameful blushing record of mispent time. Alas! no man sees his peril till it overtakes him—no man listens to the voice of another’s experience; he must taste the forbidden, fatal fruit himself—and the taste is DEATH. Could men but redeem the *Time*, what agonies would be avoided—what triumphs enjoyed—what evils subdued—what remorse escaped. Money is said to be the parent of mischief—so far as it contributes to render us indolent or supine it may be true; but this is but one head of the Hydra—Idleness is the Hydra itself—the direst foe of virtue—the fastest friend of vice. An idler is like the sloth, that is said, by naturalists, to pine and perish on the tree, from which it has eaten all the foliage.

He that procrastinates in the discharge of duty, postpones his enjoyments until a period which he may never reach. The past and the present are all that belong to us. To say nothing of the loss which we sustain, and the evils to which we are exposed by the late acquisition of knowledge, it is almost without an object—we die in the embrace. But supposing, that the

acquisition of knowledge were at all times equally beneficial to man, knowledge is not equally to be acquired and retained at all times. The tares of the world grow up in the mind, and choke and destroy the good seed. It has often been observed, as a matter of surprise, that old age should perfectly remember early and remote circumstances, while, perhaps, the concerns and occurrences of yesterday are forgotten. When properly considered, where, alas! is the wonder. The difference is, that, between an inscription on the sand of the wave beaten shore, and on the Eternal Rock. The mind, the immortal essence of man, is ever the same, or, perhaps, grows brighter as it returns to the bosom of its God; but the physical faculties, through which it holds communion with the concerns of life, are broken and impaired by age—the functions of the body, the outposts and sentinels of the mind, are asleep, and convey no distinct announcement to the citadel, either of the approach of friend or foe. In other words, the impression thus made upon the brain, is a dreamy, visionary, fugitive impression, that lasts for a moment, and is then forever gone. Youth is the season for improvement—he that passes his maturity without knowledge, has no time left, but for remorse. “For he,” says a distinguished moralist, “that hopes to look back hereafter with satisfaction upon past years, must learn the present value of single minutes, and endeavour to let no particle of time fall useless to the ground. A sufficient deduction is made from our brief career, by the unavoidable appropriations of life.”

Many imagine, that time is most important to the aged. This is a glaring error. As well might it be said that winter was the important season to the husbandman, who has neglected seed time. That season of life, I appeal to all experience to confirm the doctrine, which is most vital to the happiness of man, and exercises the most powerful control over the prospects of life, *is that which y u now enjoy*. Rightly considered and appreciated, how blessed are the abodes of learning—how refreshing the shades of Academus—“full of fresh verdure and unnumbered flowers, the negligence of nature.” How enlivening the scene when the young heart, inspired by sentiments which ripened into liberal exercise in future life, shall at the same time impart a rich reward to the possessor, and confer permanent and invaluable blessings upon the society to which he belongs. And, yet, how seldom are those blessings appreciated, until they are lost? How often are they sacrificed or contemned for the vain pursuit of empty and delusive phantoms, which perish in the grasp?

The hours of youth unemployed or misdirected, instead of adding their contributions to the enjoyments of life, and supplying the pillow upon which advanced age may securely repose, often either antedate an unworthy doom, or condemn us in declining years, in order that lost opportunities may be retrieved, (if they ever can be retrieved) to those intolerable burthens which we shrunk and recoiled from in the pride of health and vigour. He that is content, like the worthless weed, to rot where he grows, instead of embellishing the bosom of society by his moral and intellectual bloom and beauty, can scarcely be said to live. The enjoyments of existence are unknown to him—he takes no delight in the accomplishments of those around him, for they remind him of his hours mispent, and faculties unimproved; and, deriving no pleasure from without, he has no world within, to which he can retreat for consolation and repose—“A cypress, not a bosom, hides his poor heart.” In this condition he yields to the unholy blandishments of vice—herds like the prodigal with swine, extinguishing the spark of the divinity which once burnt brightly within him, and prostituting his glorious birthright to perpetual shame.

I have thus given to you a hasty and imperfect outline of the advantages of FORCE OF CHARACTER—leaving it to you to supply, by your lives, the lights and shades, the proportions and the colouring—the nice connections

and strong dependencies of the picture. I have feebly depicted to you the importance of ELOQUENCE, as connected with the great business of life. I have briefly adverted to the intimate relation of all the sciences, and, indeed, all branches of learning, to each other. In conclusion, I have also endeavoured to inculcate a lesson which every fleeting moment enforces upon the mind, and without which all else is vanity—the *inestimable VALUE OF TIME*. As incident to those primary subjects, I have adverted to others, upon which the intelligence of man may be most beneficially employed, both for himself and mankind. But, in bestowing our attention upon temporal matters, let not our eternal interest be forgotten. Let us ever remember, that no one can be great without being good; for, in the language of Sacred Authority, “What shall it profit a man if he gain the whole world and lose his own soul.”

COUNCILS.

At a meeting of Councils, on Friday the 16th inst. Wm. M. Meredith, Esq. was elected President, and J. G. Clarkson, Esq. Clerk of the Select Council; and Henry Troth, Esq. President, and Robert Hare, jr. Esq. Clerk, of Common Council. Messengers and door-keepers and printers, the same as last year.

From the United States Gazette.

Tuesday, Oct. 20th, the Select and Common Councils held a joint meeting, for the choice of Mayor of the city. The whole number of votes given was 39, of which JOHN SWIFT, present Mayor, received 19, and JOSEPH WATSON 11. The following was the vote of the several members:

Select Council.

Meredith, Pres't,	Swift.	Keating,	Watson.
Chandler,	do	Wetherill,	do
Dunlap,	do	Williams,	do
Lewis,	do	Wiegand,	do
McCredy,	do		
Price,	do		
Roach,	do		

Common Council.

Canby,	Swift.	Troth, Pres't,	Watson.
Wright,	do	Fraley,	do
Otis,	do	Rawle,	do
Lancaster,	do	Earp,	do
Wm. T. Smith,	do	Gilder,	do
Corn. S. Smith,	do	Rowland,	do
Chas. S. Smith,	do	Sailor,	do
Thomason,	do		
Marshall,	do		
Warner,	do		
Darragh,	do		
Stacey,	do		

Mr. Lippincott, of the Select Council, is absent from the state, and Mr. Hinchman, of the Common Council, was detained at home by sickness.

The Presidents of the two Councils appointed their Committees.

No. 1. Watering Committee.

Select Council.—Wetherill, McCredy, Dunlap.

Common Council.—Lancaster, Fraley, Warner, Hinchman.

No. 2. Committee of Finance.

C. C.—Fraley, Rawle, Wm. S. Smith, Marshall.

S. C.—Lippincott, Lewis, Price, Williams.

No. 3. Committee on Police.

C. C.—Wm. T. Smith, Hinchman, Sailor, Corn's S. Smith.

S. C.—Lippincott, Wetherill, Weigand, Dunlap.

No. 4. Committee on Public Highways.

C. C.—Rowland, Canby, Lancaster, Stacey.

S. C.—Keating, Weigand, Roach, Wetherill.

No. 5. Committee on Cleansing the City.

S. C.—McCredy, Roach, Weigand, Chandler.

C. C.—Warner, Darragh, Thomason, Otis.

No. 6. City Property.

S. C.—Price, Keating, Chandler, Williams.

C. C.—Earp, Wright, Chas. S. Smith, Corn's S. Smith.

No. 7. Committee on Legacies and Trusts.

C. C.—W. Rawle, Gilder, Rowland, Thomason.

S. C.—Roach, Keating, Williams, Dunlap.

No. 8. Girard Estates.

S. C.—Lippincott, Meredith, Lewis, Price, Chandler.

C. C.—Earp, Canby, Chas. S. Smith, Stacey.

No. 9. Girard College.

C. C.—Gilder, Wright, Sailor, Otis.

S. C.—Lippincott, McCredy, Roach, Wetherill.

GIRARD TRUST.

The Commissioners of the Girard Trust held their first meeting after the adjournment of the Councils. Joshua Lippincott, Esq. is, by appointment, President of the board. In the absence of Mr. Lippincott, L. Lewis, Esq. was chosen president pro tem. Morgan Ash was re-elected Secretary, George Bastian Agent of Farms, and J. P. Roberts, Messenger.

The following named gentlemen now compose the board:—J. Lippincott, J. Swift, Mayor, ex officio, Wm. M. Meredith, President of Select Council, do. Henry Troth, President of Common Council, do. Lawrence Lewis, Jos. R. Chandler, T. Earp, Richard Price, M. Canby, C. S. Smith, D. B. Stacey.

NORTHERN LIBERTIES.

At a meeting of the new Board of Commissioners of the Northern Liberties October 20th, JOHN G. WOLF, Esq., was chosen President of the Board for the ensuing year.

QUICK WORK.

Oct. 29.

All the prisoners, one hundred and seventy in number, with the exception of two or three sick ones, were removed this morning from the Walnut Street Jail to the new County Prison below the City in Moyamensing, before 8 o'clock. The work commenced at 2 o'clock, and was performed by Omnibuses, under the supervision of the Inspectors and the Police.

LARGE PRODUCTS.

This is truly a productive season. Last week we noticed a pumpkin of unusual size, the product of our country, which weighed 61 pounds. That was “a trifle, a trifle,” compared to what we have heard since. Peter Filbert, Esq. of this town has now a pumpkin in his yard, raised on his own farm in Oley, weighing 100 pounds! and we have a slip of news from Orwigsburg, stating that George Rahn, Esq. one of our patrons, has raised in his garden there two pumpkins on one vine, the largest of which weighs 110 pounds! and the smaller one 100 pounds! One of them measuring 5 feet 6 inches in circumference, and 2 feet in diameter.—*Advocate*.

Large Beet.—We were shown a Beet yesterday, which grew in the garden of Mr. Henry Mathiot of this place, weighing 7 lbs. 10 ounces.—*Columbia Spy*.

CANDIDATES.	N. Mulberry.	S. Mulberry.	U. Delaware.	L. Delaware.	North.	High street.	Chesnut.	Middle.	South.	Walnut.	Dock.	Locust.	New Market.	Cedar.	Pine.	Total.
GOVERNOR.																
George Wolf	168	130	154	139	167	102	97	129	91	60	84	115	157	141	67	1801
Joseph Ritner	350	378	300	387	482	310	259	294	343	232	313	384	327	331	352	5042
H. A. Muhlenberg	133	93	137	111	103	62	54	51	54	38	64	173	126	79	73	1351
CONVENTION.																
For Convention	176	128	190	190	142	120	88	103	118	74	101	235	275	149	124	2213
Against do	302	371	254	393	426	296	230	343	309	178	284	306	230	276	246	4444
SHERIFF.																
Thos. Weaver	148	113	142	107	137	74	75	101	63	39	52	58	121	99	55	1384
Thos. D. Grover	120	89	122	97	119	61	62	90	52	31	41	43	95	78	47	1147
J. G. Watmough	391	412	329	422	507	371	294	315	369	254	352	415	368	352	381	5532
John U. Fraley	389	406	320	411	498	361	291	310	365	248	347	413	363	351	376	5449
J. H. Hutchinson	134	109	115	101	121	57	45	63	58	30	47	195	114	101	61	1351
Wm. J. Leiper	108	86	99	84	104	50	38	51	53	21	43	178	92	77	53	1137
Henry Zepp	1	1	15	7	4	0	8	3	1	0	4	0	3	0	2	50
Joseph Snyder	13	4	12	19	20	12	13	15	15	19	37	26	35	27	18	335
John Dennis	6	4	8	14	12	7	9	14	11	16	31	19	26	26	16	219
COUNTY COMMISSIONER.																
J. Collar	143	111	139	116	139	64	79	109	71	42	63	76	142	111	59	1464
J. Engleman	382	405	311	409	512	359	284	314	364	247	340	420	341	360	377	5425
Wm. Sutton	129	89	119	113	109	61	47	49	49	37	62	182	116	81	72	1315
CORONER.																
J. Dennis	216	161	169	170	171	97	87	117	88	51	77	92	138	118	78	1830
Lewis Rush	211	158	169	170	166	90	85	114	88	51	77	90	135	117	78	1799
J. Dickerson	325	378	283	364	498	341	280	307	348	249	331	401	322	346	357	5130
N. L. Keyser	329	378	288	363	497	339	278	308	350	249	30	405	325	347	357	5143
Francis Brelsford	111	68	101	103	98	48	43	53	48	32	60	182	137	88	68	1240
Col. Jos. Murray	110	67	101	103	97	37	43	52	43	32	57	179	131	83	67	1202
AUDITOR.																
Wm. Bozorth	152	111	130	114	144	64	75	114	72	42	61	82	140	119	55	1475
J. Plankinton	375	399	310	402	500	354	283	309	359	238	339	416	341	355	373	5353
P. A. Grotjan	128	99	124	115	117	72	52	57	56	34	65	181	121	82	76	1379
SENATOR.																
John Miles	140	105	133	108	137	65	72	118	68	43	66	79	134	114	56	1438
Abraham Miller	371	403	314	407	511	357	284	309	370	258	339	412	338	353	373	5399
William English	144	97	133	126	115	72	55	44	51	35	65	192	134	90	90	1432
ASSEMBLY.																
Hugh Dickson	149	114	135	114	143	72	79	109	71	43	65	78	135	120	58	1485
Robert Ewing	147	116	142	113	144	74	79	107	74	45	71	78	136	119	59	1504
A. E. Dougherty	140	99	137	113	135	74	78	108	71	40	65	78	135	116	58	1457
Wm. C. Patterson	145	111	137	113	145	73	78	107	72	44	66	78	135	120	59	1483
Anthony Simmons	147	110	136	113	142	72	77	108	70	43	65	78	135	119	58	1464
George Smith	145	110	137	113	142	72	78	107	71	43	65	77	139	120	58	1477
Wm. L. Hirst	144	109	137	112	141	73	79	105	72	42	64	77	136	118	56	1465
Thomas S. Smith	373	396	314	404	509	364	281	312	367	253	334	424	339	357	373	5400
Charles B. Trego	369	396	314	401	514	362	281	309	368	250	324	422	333	356	369	5368
Joseph B. Smith	370	393	314	400	501	361	283	303	367	250	340	425	333	357	373	5376
L. Krumbhaar, sr.	372	398	311	400	507	361	281	308	368	251	341	419	340	356	375	5388
James Hutchison	370	400	314	403	517	362	282	312	365	251	339	426	340	357	372	5410
H. S. Spackman	372	399	314	401	514	358	279	313	369	251	338	426	340	359	375	5408
Wm. B. Reed	368	397	312	405	506	364	277	307	359	253	343	422	338	356	372	5379
Adam Everly	136	99	123	120	108	71	48	56	49	35	63	174	126	80	73	1361
William J. Leiper	134	97	123	117	106	64	51	57	51	36	66	173	125	81	73	1354
John W. Ashmead	136	97	122	118	108	63	51	54	47	36	66	175	127	80	73	1353
Benj. Rush	136	97	123	119	110	64	54	52	50	38	66	174	126	81	73	1363
Thomas Hogan	137	96	122	118	111	63	50	53	47	34	61	174	125	81	73	1345
L. M. Troutman	134	95	123	117	109	63	51	53	47	34	62	175	125	81	73	1342
H. R. Kneass	133	96	125	118	110	65	53	54	47	34	64	174	125	81	73	1352
SELECT COUNCIL.																
John Moss	153	112	134	103	146	62	76	112	71	44	71	81	138	117	59	1479
John M. Hood	153	116	136	107	145	63	76	107	73	42	65	80	140	118	59	1480
Thomas Roney	151	112	135	110	145	63	77	110	71	42	67	81	139	177	59	1479
Peter Wager	149	111	132	109	142	62	78	107	70	42	65	80	139	117	58	1461
F. E. Brewster	149	110	133	109	141	61	76	105	69	40	62	78	139	117	57	1446
(unexpired term of Wash'n Jackson)																
John P. Wetherill	382	406	314	403	518	362	291	319	374	248	344	423	345	367	380	5481
Lawrence Lewis	380	403	314	411	517	362	292	317	372	250	343	421	345	366	377	5470
Jos. R. Chandler	375	396	313	406	500	359	288	309	362	242	344	413	340	365	379	5399
H. J. Williams	382	402	314	409	515	362	290	315	371	250	345	420	346	368	380	5469

(City continued on next page.)

CANDIDATES.	N. Mulberry.	S. Mulberry.	U. Delaware.	L. Delaware.	North.	High Street.	Chestnut.	Middle.	South.	Walnut.	Dock.	Locust.	New Market.	Cedar.	Pine.	Total.
SELECT COUNCIL—Continued.																
Thomas Dunlap, (unexpired term of Wash'n Jackson)	381	404	315	410	519	362	291	315	371	249	344	423	345	368	380	5477
Robert Taylor	153	100	121	113	107	62	47	52	47	34	61	173	118	75	67	1310
F. Shoemaker	132	96	121	113	106	62	45	51	44	32	60	171	119	75	67	1294
John Horn	129	95	120	111	108	62	46	63	45	35	63	172	118	75	67	1299
Lewis Taylor	129	95	120	113	105	62	47	51	44	34	63	172	116	75	67	1293
Frederick Stover (unexpired term of Wash'n Jackson,)	132	97	120	113	106	62	46	52	44	34	64	173	117	75	67	1292
COMMON COUNCIL.																
John Bell	144	107	134	112	143	70	81	106	69	41	64	79	141	119	78	1488
William Camm	146	109	136	113	144	71	81	108	69	42	64	79	142	119	59	1482
John Horner	146	108	134	113	146	72	81	106	70	42	64	79	140	119	58	1478
David Boyd	145	107	135	111	143	71	81	106	71	42	63	79	140	119	58	1471
John D. Miles	145	109	134	112	144	72	81	106	70	42	64	79	139	119	59	1475
H. Catherwood	145	107	135	112	143	69	81	106	70	42	64	78	141	119	60	1472
Theodore Colladay	147	108	135	113	144	72	81	108	70	42	64	79	141	119	59	1482
E. B. Mixsell	145	111	134	111	145	71	81	107	70	43	66	78	141	119	59	1481
John W. McGrath	145	108	133	112	144	76	81	106	71	42	62	79	141	119	59	1478
Dr. L. D. Boddier	144	108	134	112	143	71	81	101	70	42	63	79	141	119	59	1471
T. M. Bryan	146	116	134	114	152	74	81	108	70	42	68	79	143	120	60	1507
James Fearon	145	108	134	112	147	72	81	106	70	42	63	79	142	119	63	1481
John Troubat	146	107	134	113	145	71	81	106	70	42	64	79	141	119	59	1467
S. H. Perkins	146	109	135	112	145	73	81	106	71	43	66	79	141	119	59	1485
A. R. Gemeny	144	108	135	112	144	71	81	107	70	42	63	79	141	118	59	1474
Thomas Hopkins	145	106	134	112	143	72	80	105	69	42	63	79	141	118	55	1464
John Dallam	146	107	134	112	144	70	80	105	70	42	62	79	141	119	59	1470
Joseph Richards	145	108	133	112	144	71	81	106	70	42	63	79	141	119	60	1474
William Murtha	145	108	133	109	144	71	81	105	70	42	62	79	140	119	59	1467
Benjamin Wiley	144	106	134	113	144	71	81	105	69	42	62	79	141	119	59	1469
Henry Troth	377	403	313	406	514	369	291	314	369	248	352	421	344	357	374	5452
Fred'k Fraley	377	404	315	409	513	372	291	316	368	250	351	422	343	359	374	5464
Merrit Canby	374	405	315	407	511	371	292	316	368	247	349	421	345	358	367	5446
B. M. Hinchman	376	399	314	408	510	371	289	330	368	249	349	422	346	359	375	5465
Peter Wright	377	404	311	406	512	370	289	314	368	249	351	421	344	359	374	5449
Wm. Rawle, jr.	377	405	315	409	515	371	292	314	369	249	351	420	345	359	376	5467
Isaac Otis	376	405	315	408	514	369	292	315	369	249	351	420	344	358	375	5460
Thos. Lancaster	377	404	315	410	515	369	290	314	368	249	352	421	345	358	377	5464
Thos. Earp	376	405	314	407	516	372	293	316	368	260	348	421	344	359	372	5471
William T. Smith	375	405	315	406	516	370	292	317	366	248	349	421	344	358	376	5458
John Gilder	371	404	314	409	507	369	292	313	367	247	348	418	342	357	374	5432
James Rowland	377	405	315	409	513	372	292	314	368	249	352	421	344	359	373	5463
Cornelius S. Smith	375	400	313	408	512	367	291	314	365	247	348	418	341	359	374	5432
John Thomason	374	399	305	401	513	366	288	315	365	244	342	431	341	356	371	5401
Charles Marshall	376	406	315	409	514	372	291	316	369	248	352	422	345	359	375	5469
John S. Warner	377	405	315	409	517	370	292	313	369	249	349	422	344	359	375	5465
John Darragh	374	404	312	407	514	367	290	315	366	249	351	421	340	357	370	5437
Henry Sailor	376	401	312	407	512	368	291	315	368	248	350	420	345	359	374	5446
Charles S. Smith	376	403	315	409	517	370	292	316	367	249	351	420	345	358	375	5463
Davis B. Stacey	376	405	315	407	510	367	291	314	367	248	347	421	341	358	366	5433
Isaac Wainwright	139	101	125	110	110	69	46	53	48	36	59	178	120	80	72	1346
William Geisse	135	99	124	108	106	58	45	53	47	35	56	178	118	78	72	1311
Patrick Hayes	135	100	124	106	107	57	46	52	40	35	57	177	119	77	75	1317
James Robinson	136	98	123	109	106	57	45	52	47	35	57	178	117	78	72	1304
James H. Cole	135	100	124	111	106	57	46	56	48	35	58	177	118	79	72	1322
Wm. Nassau, jr.	137	100	123	109	108	57	46	53	47	34	57	178	118	78	72	1317
Samuel Porter	136	98	123	108	106	58	46	52	47	35	57	178	117	78	72	1301
Peter Benner	136	99	123	109	107	58	46	53	49	35	56	178	118	77	72	1316
Andrew Flick	136	99	123	108	106	50	46	52	47	34	50	177	117	78	72	1301
Saml. Davis	136	99	123	103	106	59	46	52	47	36	58	178	118	78	72	1316
J. Rutherford, sr.	136	99	123	108	106	57	45	53	47	35	57	174	118	77	72	1307
David Clark	136	99	124	108	106	56	45	52	48	34	56	177	118	78	72	1309
John Dean	135	100	123	109	106	57	46	52	47	34	56	177	117	78	72	1309
F. A. Server	136	98	123	108	106	57	46	53	47	35	51	117	117	78	72	1244
William Miller	137	99	123	108	107	57	46	53	48	34	56	177	118	78	72	1313
Conrad Wile	137	99	123	109	106	58	46	53	47	35	56	177	118	77	72	1313
Isaac Mount	135	98	123	108	106	58	45	53	47	34	58	178	118	77	76	1314
Barnet Quinn	133	98	123	104	105	56	45	53	47	34	56	176	116	76	72	1294
Henry Shoemaker	135	99	123	109	107	57	46	54	48	35	57	180	119	78	72	1319
Dr. Wm. Shaw	136	98	123	107	106	56	45	51	47	35	56	177	118	78	72	1305

HEAD QUARTERS, FIRST DIVISION, P. M.

Philadelphia, 20th October, 1835.

(ORDER No. 16.)

The decision of the Court of Inquiry for the trial of the contested Election of Brigadier General of the First Brigade First Division, P. M., held on the first day of June, 1835, and for the trial of the contested Election of Brigade Inspector of the First Brigade First Division, P. M. held on the 17th day of August, 1835, is published for the information of the Volunteers and Militia of the Brigade.

By order.

SAMUEL L. HENDERSON,
Aid-de-Camp.

In pursuance of the order of Major General Robert Patterson, dated the twenty-fifth day of September, 1835, the Court of Inquiry, consisting of Major General Robert Patterson, Colonel John Thompson, and Colonel Kenderton Smith, met to inquire into the validity of the Election held on the first day of June, 1835, for Brigadier General of the First Brigade First Division, P. M.

After having patiently heard all the evidence that the parties desired to lay before them, and having duly considered the same, the Court are of opinion that the grounds taken by both parties in regard to the opening and conducting the Election at the polls of the several Battalions and Regiments, are not sufficient to set aside the Election, as it did not appear that any illegal votes had been received, or that the ballot of any voter had been refused.

The Court have determined not to strike off the votes of entire Battalions and Regiments, as they were urged to do by the counsel of both the parties, upon the ground that there was irregularity in the selection of the Judges and Clerks of the Election, or in the opening or closing of the polls. They will not interfere, inasmuch as the objections made were to informalities merely, and it was not alleged or proved that any injustice was done to either candidate in the conducting of either of the polls above referred to.

The Court are further of opinion, from the evidence which was submitted to them, that there was a mistake, or an erasure and alteration made in the returns of the 1st Battalion of the 96th Regiment. According to the evidence of all the Judges and Clerks who conducted that Election, there were polled on the said 1st day of June, 1835, for Brigadier General 253 votes, of which Andrew M. Prevost received 131 votes, and Peter Fritz received 122 votes and not 222 votes, as stated in the returns filed in the office of the Brigade Inspector.

The Return made by Michael W. Ash, Alderman, Daniel Sharpe, Brigade Inspector, and W. P. Smith, citizen, to the Secretary of the Commonwealth, in so much as regards the office of Brigadier General, is therefore not correct. The Court are of opinion that Andrew M. Prevost had, at the said Election held on the said first day of June, 1835, the highest number of legal votes polled for the office of Brigadier General of the First Brigade First Division, P. M., and that his majority was fifty-seven votes over every other candidate; they therefore confirm his election.

Philada. Oct. 20th, 1835.

R. PATTERSON, Major General and
President of the Board.

JOHN THOMPSON, Colonel of the
93d Reg't, P. M.

KENDERTON SMITH, Colonel 1st
Reg't, Philada. Co. Volunteers,
124th of the Line.

In pursuance of the order of Major General Robert Patterson, dated the third of October, 1835, the Court of Inquiry, consisting of Major General Robert Patterson, Colonel John Thompson, and Colonel Kenderton Smith, met to enquire into the validity of the Election

held on the 17th day of August, 1835, for Brigade Inspector of the 1st Brigade, P. M.

The point submitted to the Court was, whether they had power to review the proceedings of the Court Martial, which tried and cashiered Maj. Daniel Sharpe, Brigade Inspector 1st Brigade, 1st Div. P. M. The Court decided that they had no jurisdiction.

No other objection to the Election having been made by the Counsel for the petitioners, the Court decide that Chalkley Baker had the highest number of legal votes for the office of Brigade Inspector of the first Brigade 1st Div. P. M. on the said 17th day of Aug. 1835. They therefore confirm his election.

Philadelphia, Oct. 20th, 1835.

R. PATTERSON, Major General and
President of the Board.

JOHN THOMPSON, Col. of the 93d
Regiment, P. M.

KENDERTON SMITH, Colonel 1st
Reg't. Philad. Co. Volunteers,
124th of the Line.

See Register, present Vol. page 107, for previous proceedings.

THE MENAGERIE PROCESSION.

We have scarcely seen a more interesting parade than that of yesterday, made by the *menagerie* carts, drawn by about one hundred white and light grey horses. One cart, that containing the Rhinoceros, as we learned, was drawn by eight light greys, of noble dimensions, and he of the whip showed great skill in managing such a team without a postillion. One of the proprietors rode a splendid grey horse that arrested the attention of the lovers of that animal. Indeed the whole set of horses was worthy of constituting an exhibition of themselves. During a part of the "progress" through the city, the procession had the additional attraction of a large elephant, upon whose back were seated the musicians comprising the band of the menagerie. The noble animal sustained his part of the parade with great gravity and decorum, never once turning his head towards the fruit table which he robbed last week—a proof that he had sense enough to distinguish between times and seasons. The apparent ease with which he sustained the weight of so many persons on his back, illustrated the anecdotes of history, where the elephant is made to act the part of moving towers—indeed we believe the Bible somewhere mentions an elephant who bore upon his back a "tower containing thirty-two fighting men, besides the Indian that ruled the beast."

The whole of the birds and beasts belonging to this splendid institution will be exhibited in Broad below Arch street, during this week.—*U. S. Gaz.*

REMARKABLE INSTANCE OF MUSICAL PRECOCITY.

Mr. Bannan.—I have a daughter, a child not 2 years of age, who has a remarkable gift for singing. At the age of fourteen months, she could sing several tunes quite distinctly—she can learn tunes very quick, and what is most astonishing, singing is more natural to her than crying, inasmuch that she will at any time leave off crying for singing. JNO. J. JONES.

POTTSVILLE, Oct. 10th, 1835.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 18.

PHILADELPHIA, OCTOBER 31, 1835.

No. 408.

WILMINGTON AND SUSQUEHANNA RAIL-ROAD.

REPORT OF WM. STRICKLAND, ESQ.

To the President and Directors of the Wilmington and Susquehanna Rail-road Company.

Gentlemen—It has become my duty at the present advanced state of the works upon this rail-road, to report to you the progress which has been made since its commencement in July last, and also to make known to you the probable time required for the completion and opening of the route for its contemplated uses.

Within the last four months, all the contractors on the several sections from Wilmington to the Maryland line, have with one or two exceptions, advanced towards the completion of the grading of their several divisions; particularly at all those points where the excavation has been in any degree deep, or where the embankments have been of any considerable length or height.

On sections No 2 and 5, the work is so nearly completed, that nothing remains to be done excepting the cutting of the side drains and ditches.

The embankment at Millcreek, Amphitheatre and the Bark Mill, will be finished by the 1st of March next.

All the culverts from the City of Wilmington to the White Clay creek bridge, are finished with the exception of the coping of the wing walls; and the bridge at Ogle's Run, and the Persimmon creek are in a great state of forwardness and will be finished in about one month; fully one-half of all the excavation on this thirteen miles of road is graded, and quite two-thirds of the stone masonry in the bridges and culverts is laid.

Your instructions relative to a survey of a line to continue the rail-road to the line of the State of Pennsylvania, on the route to connect Wilmington with the city of Philadelphia, by the contemplated Philadelphia and Delaware County rail road, have been complied with; and I have the satisfaction to inform you, that the location of this line is exceedingly favourable in every point of view, whether it be regarded as a route of easy grade, or cheapness of execution.

The whole distance of this division of the road, when continued to the line of the state of Pennsylvania, will be but twenty-two miles and one quarter, and the expense of this extended line of nine miles towards the city of Philadelphia, may be defrayed out of the amount of stock already subscribed upon that portion of the line which extends through the State of Delaware.

As far as regards this connection, however, every thing depends upon the exertions of the citizens of Philadelphia and Delaware County, as little can be done towards the completion of this short link, until their road is commenced.

Preparations are now making, to put under contract, all the necessary buildings at the depot at Wilmington, for the reception of the locomotives, cars, and other machinery necessary for the conveyance of passengers and merchandise to the river Susquehanna at Havre de Grace.

This depot, in point of size and eligibility, is every thing that can be devised for the convenience of a numerous train of cars, besides affording ample wharf room for the accommodation of Steamboats, &c.

These buildings will be finished early in May next, and the tracks through Water street to the wharf, and car houses will be laid in all April next.

One half of the iron rails required for the whole road, are to be delivered by the first of January next, and will be laid early in the Spring; the remainder are to be delivered by the first of July following, and will be laid in the ensuing months of August and September.

The materials for the cross sleepers is already procured in sufficient quantity to commence the superstructure of nearly one half of this division, and all the preparatory grading will be finished by the first day of July next.

To the gentlemen composing the Board of Directors of the Delaware and Maryland Rail Road.

It also gives me great pleasure to report the great advancement which has been made on this division of the route.

The excavation of the deep cuts at Belle and Beacon Hills, are nearly half completed.

The bridges over the Big and Little Elk are in a state of great forwardness.

The bridge at North East, is nearly ready for the turning of the arches, and at Stony Creek the masonry is so far advanced as to leave little doubt of the final completion of that work in about six weeks. All the culverts between the bay of North East and the line of the state of Delaware, are founded and will be completed by the first of June next. The grading of the road between the two Elks is finished, and a great portion of the work in the valley of Mill Creek, together with that on North East and Stony Creeks, is in rapid progress.

The change which has been made in the original route of the road, by which Charlestown is now left to the southward of a continuous line to the river Susquehanna, has caused a re-survey of that portion of the rail-road to be made, and in the course of a week or ten days, the contractor may enter upon this section which leads to its ultimate termination at the Ferry, opposite the town of Havre de Grace.

However desirable it is to terminate the rail-road at the Susquehanna, in order to form a connection with the Baltimore and Port Deposit road, and thereby to insure a fast line between that city and Philadelphia, it is nevertheless a matter of proper and expedient consideration for this board, to extend a *branch line* down to the wharf at Charlestown, which is but three quarters of a mile from the main line of the rail-road where it passes that town.

Charlestown is happily and eligibly situated on a wide and navigable bay or estuary, at the head of the Chesapeake, where a line of steamboats may ply to Baltimore, Norfolk, or other places on the tributary streams of this great Mediterranean water. The branch line will cost but little, compared with the great advan-

tages which will, without doubt, result from a communication as soon as the main line of rail road is completed to and from the cities of Philadelphia and Baltimore.

I would therefore recommend the execution of this portion of the work without delay, in order that the road, when opened, may have all the advantages in the variety of travelling and transportation of goods which the outlets for produce and the pleasure of travellers may desire, between these two cities.

The survey and location of the main line of the rail-road from Broad street, to the Susquehanna, is now made and I take pleasure in saying, that the grade is no where above 24 feet to the mile. The whole work may be executed by the month of July next, the ability and promptness of our contractor for this section of the road being undoubtedly adequate for its completion by that time.

The approach to the river Susquehanna, will be near the present ferry, and immediately opposite the town of Havre de Grace. The road, which at this point is graded at 20 feet to the mile, will extend about 500 feet into the river upon a wharf containing a recess for the reception of a steamboat of large dimensions. This wharf will be protected by means of an interior filling of large rubble stones, a similar construction will, of course, be made at Havre de Grace for the accommodation of this steam ferry boat, which will not only advance the great objects of the rail-road, but will afford the constant means of conveyance for all common travelling and produce across this noble river, at a point, too, where from time immemorial all travellers have passed in safety by frail and inadequate boats, on the shortest route between the two great cities of Baltimore and Philadelphia.

The exact extent of the route from the Susquehanna, to the line of the state of Delaware, is now ascertained by actual measurement, to be 17 miles and three quarters, two thirds of which distance is now contracted for, and under excavation at all points, and at prices less than the original estimate of the Engineer. The estimated cost of the remaining distance from Charlestown to the Susquehanna, will not exceed the average sum of an equal number of connected miles on any other portion of the road.

The distance from Baltimore to the Susquehanna at Havre de Grace, by Mr. Latrobe's line of rail-road, is 35½ miles.

From the Susquehanna to the line of the state of Delaware, 17¾ do

From the line of the state of Delaware to that of Pennsylvania, 22 do

From the line of the state of Pennsylvania to the city of Philadelphia, 17½ do

Total number of miles between Philadelphia and Baltimore, 92¾ miles.

Being the shortest possible distance, between the two cities.

Respectfully submitted by
WILLIAM STRICKLAND,
Engineer.

Wilmington, October 13, 1835.

YOUNG MEN'S COLONIZATION SOCIETY.

Office of the Young Men's Col. Soc. }
Philadelphia, Oct. 15, 1835. }

It has become our very painful duty to announce to our fellow citizens that the plantation of the new colony at Bassa Cove, in which they so promptly and generously participated during the last year, has been for a season arrested by the hand of savage assassins.

It is known to the community, that this infant colony was begun under the most auspicious circumstances, about a year since, by the Young Men's Colonization Society of Pennsylvania, in Union with the Colonization Society of New York. The first act of these united institutions was to relieve from bondage, by their removal to Africa, of 126 slaves of the very best character, whom they established at Bassa Cove, on the southern border of Liberia, with every prospect of safety, prosperity and happiness. The territory in which they were settled, was fairly and amicably purchased; the friendship of the African princes in the vicinity was fully, and, as it was supposed, faithfully pledged; the location was in all respects highly favorable to the health, industry and morals of the colonists, as well as to the safe and happy establishment of the infant commonwealth; and its position eminently fitted to arrest the fearful evils of the slave trade.

The principles upon which the colony was founded are such as were best adapted to promote alike the highest interests of the emigrants and of the dark continent to which they were sent: being those of temperance, peace and christian order. Fully aware of the treachery and ferocious opposition of the abandoned men engaged in the slave trade on that coast, and also of the influence which might be exerted by them in exciting the jealousy and evil passions of the surrounding savages, we selected the site of the new colony under cover of a well established settlement at Edina, which could, as was supposed, in any exigency, furnish every necessary facility and defence to this infant enterprise. In addition to this, it has always been the purpose of the united Societies, which are pledged to this now afflicted people, to fortify their establishments by all proper defence, so soon as the circumstances of the colony should make it necessary.

The community are fully aware of the delicate and difficult nature of such a provision, as should on the one hand secure a feeble community of emigrants from the resentments and machinations of slavery, and the treacherous assaults of native savages—and yet, on the other, shun every influence and even every appearance inconsistent with the mild and beneficent spirit of a Christian people. If in seeking to avoid the latter, we may be supposed by any to have incurred the former evil, we confide in the justice and generosity of our fellow citizens, who will not fail to attribute it to an earnest wish to conciliate the degraded natives, and by light and love, rather than by military array, to impart to them the blessings of our civil and religious institutions.

Upon the whole, in balancing the difficulties which attended this subject, it was fully determined that adequate means of self-defence in the last extremity, if discreetly used, would, according to our constitution be not only "dissuasive from war," and promotive of peace, but absolutely necessary to the permanent preservation of peace. In the mean time, trusting, under God, to the protective influence of the adjacent colonies—confiding in the amicable relations subsisting between our people and the surrounding tribes, and hoping that the demonstration of power afforded by the occasional appearance on that coast, of an American ship of war, would awe those designing and wicked persons who might be tempted by the defenceless condition of the settlement to disturb its repose,—we were actively engaged in preparing to send out a third expedition, when the disastrous news, which has clothed the friends of Africa in mourning, reached our shores. The account of the unprovoked massacre of about twenty of the Colonists, in cold blood, by a neighboring tribe, under the command of King Joe Harris, has already been communicated to the public.

The effect of this unexpected and infamous attack has been for the time, to disperse the Colonists. But an asylum for the survivors was mercifully near at hand. An adequate reinforcement was speedily sent

down to their relief from the Upper Colonies, and being joined by a faithful native ally, they promptly repelled the invaders. It is most gratifying to be enabled to say, that the second expedition, consisting of 63 emigrants from Georgia, did not arrive until this tragedy was over, and were safely landed at the port of Monrovia, so that notwithstanding the disaster so much to be deplored, the great body of our Colonists not only escaped injury, but are now sheltered in the receptacles of Liberia, awaiting the occasion and means of their re-establishment under happier auspices.

In these circumstances, it is not our purpose (as was originally intended) to send out another company of emigrants during the present season. But the condition of things at Bassa Cove loudly appeals to the benevolence of the American people. This call is the more impressive from the cheering fact that the enemies of this colony are few and feeble, its friends among the native princes many and strong; and a timely effort is now required to re-establish the colony on a permanent foundation. If, at the present crisis, we may be permitted to suggest the course most proper to be pursued, it is in substance as follows:

To send out without delay a commission, with full power to re-establish the Bassa Cove Colony, as well as to make such changes, regulations, and improvements for the comfort, good morals, health, order and defence of the establishment, as circumstances may require. We are enabled to say on good evidence, that the valuable Government house, and the greater portion of the residences of the colonists remain uninjured.

To despatch speedily an adequate supply of provisions, clothing, medicine, utensils, and such means of defence, as the present exigency calls for.

To request the General Government to renew the salutary and important cruises of American ships of war on the African coast, and their visits to the American colonies planted there.

To call a public meeting of the citizens of Philadelphia at as early a day as practicable, to devise measures for carrying the above suggestions into effect.

JOHN BRECKENRIDGE, President.

THOMAS BUCHANAN, Secretary of the Board of Managers.

From Poulson's American Daily Advertiser.

MUSICAL FUND SOCIETY OF PHILADELPHIA.

At the last annual meeting of the Society, the following officers were duly elected:

President—WILLIAM P. DEWEES, M. D.

Vice President—Robert M. Patterson, M. D. in the place of Wm. H. Keating, Esq. resigned.

Treasurer—Francis Gurney Smith, Esq.

Secretary—George Campbell.

Managers of the Fund.

Wm. Y. Birch,	G. T. Beyer,
Wm. Strickland,	George Rundle,
Wm. M'Ilhenney,	James Crissy,
Thomas Underwood,	Henry J. Boller,
John H. Barnes,	James Kay, jr.
Wm. Montelius,	Franklin Peale.

Directors of the Music.

Charles F. Hupfeld,	W. H. W. Darley,
Benjamin Cross,	Wm. S. Smith,
Thomas Loud,	J. C. B. Standbridge,
L. Meignen,	H. Reinhart,
Charles Homman,	R. P. Desilver,
A. Flott,	Dr. Hunter.

Physicians.

Isaac Hays, M. D.	G. Emerson, M. D.
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Counsellors.

Henry Chester, Esq.	Thomas Kittera, Esq.
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The following extracts from the Report made by the joint Board of Officers to the Society will be found interesting, and show the strong claims which the Society have to the support of the Professor and Amateur of that delightful science.

"In reviewing the transactions of the Society during the past season, the Board cannot but congratulate the members on the highly creditable manner in which its public performances have been conducted. The two first Concerts were of a miscellaneous character, and the style in which the overtures were performed has never been equalled by its orchestra.

Haydn's beautiful Oratorio of the Seasons was reserved for the third Concert, and its performance was such as to reflect great credit on the Society and on the conductors, by whose arduous and continued exertions it was produced.

It is worthy of particular notice, that the principal vocal parts were sustained without the aid of foreign talent, being the first time that an Oratorio has been performed by the Society solely depending on its own resources. The dearest interests of the professors are concerned in the success of the institution, and while they are receiving from the public a well merited support in their professional pursuits, they never think that the time may come, when it may be the means of saving themselves or their families from destitution or the cold charity of the world. The charitable objects of the institution are also too little considered by the amateur. He in most cases becomes a subscriber merely for the pleasure that he hopes to derive from its performances; or perhaps to contribute something towards the cultivation of his favorite art; but of the highest ends to be obtained he knows little or nothing.

Should the Musical Fund never give public Concerts, it would still have great claims on the support of the friends of music, and musicians, as by its small annual subscriptions, it would enable to ensure to the widow and children of the professors, from the exhibition of whose talents, they are continually deriving gratification and delight, a refuge from want, and a shield from poverty. While we call on the professors for unanimity, and strenuous exertion in a cause which concerns their vital interest; we would likewise urge upon the amateurs, the claims of an association which, while it is calculated to improve and diffuse the taste for a science from whence they derive so great a source of enjoyment, it is also intended to form a fund for the assistance of its members and their families in the hour of difficulty and distress.

Should they regard the Society more in its charitable, and less in its musical point of view, they would not allow their connection with it to be so frequently influenced by a greater or less degree of excellence in the performance of its concerts.

Since the last Annual Report, no increase in number of members has taken place; the accession, having nearly balanced the resignations and withdrawals. It is deemed proper to suggest to the Society, the propriety of enforcing that by-law which directs that "No member shall be permitted to resign from the Society while he is in arrears to the Fund, and all resignations must be presented in writing to the Joint Board of Officers." The amount due under this by-law, must be considerable, should it be advisable to enforce it. In the event of its expediency, there can be no doubt of the propriety of its observance for the future.

The demands of members, "disabled by age, sickness, or any other infirmity, from attending to business"—and "the widows and children of deceased members," have been promptly met, and it is satisfactory to be able to say, that the assistance thus rendered has been of signal benefit. No appropriation has been made during the last season to diminish the debt of the Society; the income not having been much more than sufficient to cover the expenses. For a detailed statement

of the finances, the Board refer to the Treasurer's account, accompanying this Report.

It will be doing great injustice to our excellent Treasurer--were the Board to omit noticing the indefatigable care with which he watches over the interests of the Society; were a like spirit of his to be inspired into the minds of all connected with the institution, it would be bound together with links stronger than those of adamant.

By a resolution of the Board two prizes for Musical Composition will be offered during the present year, thus holding out to our native, and resident musicians, an incentive to exert themselves in a branch of their profession to which as yet but little attention has been paid.*

It is but too evident that in the musical attempts of our native Authors, a great deficiency in scientific knowledge is manifested.

This may be traced to a variety of causes which it may not now be thought necessary to state, but certainly

if the spirit of emulation and improvement shall become once aroused, we may be allowed to indulge a hope, that in music as well as in the other branches of the fine arts, our country shall one day obtain an elevated rank.

In conclusion, the Board cannot but cherish the prospect that both the Professor and Amateur, will shake off the apathy which now appears to surround them, and join heart and hand in the support of an institution so deserving of every encouragement.

* Notice of this resolution having been very generally given, a number of original compositions have been received, which are now before the judges for examination, consisting of Messrs. Etienne and Horn, of New York, and Hupfeld, Huttner and Meignen, of Philadelphia. From the skill, judgment and impartiality of these gentlemen, a satisfactory report may soon be expected.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital--Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

JULY, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather
THERMOMETER.						BAROMETER.					
1	Wednesday,	54	68	68	63	29.82	29.84	29.84	29.83	NW	Clear day
2	Thursday,	57	73	73	68	84	80	77	80	W	Lightly cloudy
3	Friday,	64	78	77	73	77	77	77	77	W	Clear day
4	Saturday,	67	82	80	76	75	75	75	75	W	Do do
5	Sunday,	67	80	77	75	79	81	84	83	SW	Clear, lightly elou. ra. at ni.
6	Monday,	68	82	78	76	78	78	78	78	W	Cloudy--clear
7	Tuesday,	65	85	86	79	78	78	75	77	SW	Clear day
8	Wednesday,	74	79	74	76	75	75	75	75	NW	Clear, thunder gust, cloudy
9	Thursday,	67	72	69	69	75	75	75	75	SE	Cloudy--rain
10	Friday,	67	75	75	72	75	82	82	80	NW	Cloudy--clear
11	Saturday,	61	75	75	70	97	30.00	29.96	98	S	Clear--cloudy
12	Sunday,	68	77	74	73	90	87	84	87	S	Cloudy--heavy rain
13	Monday,	69	86	83	79	82	86	77	82	W	Clear--lightly cloudy
14	Tuesday,	74	83	79	77	77	79	79	78	W	Lightly cloudy
15	Wednesday,	73	70	68	70	79	76	72	76	NE	Rainy day
16	Thursday,	64	71	70	68	74	82	82	79	N	Cloudy--clear
17	Friday,	59	76	75	71	90	95	96	94	NW	Cloudy day
18	Saturday,	65	77	77	73	90	90	87	89	W	Lightly cloudy--clear
19	Sunday,	66	80	80	75	86	86	86	86	W	Clear day
20	Monday,	66	80	70	72	84	84	86	85	N	Sun and clouds--rain
21	Tuesday,	68	75	76	73	93	98	98	97	W	Clear day
22	Wednesday,	65	77	76	73	30.30	40	10	30.27	W	Do do
23	Thursday,	64	80	79	74	30.00	30.00	29.92	29.97	S	Do do
24	Friday,	70	83	82	78	29.90	90	85	88	S	Do do
25	Saturday,	74	83	80	79	85	82	79	82	W	Showry--rain at night
26	Sunday,	73	83	79	78	80	80	80	80	S	Clear--showry, heavy rain
27	Monday,	63	67	67	66	98	98	98	98	E	Cloudy--drizzling rain
28	Tuesday,	63	66	69	66	90	88	80	86	E	Rain--damp and eloudy
29	Wednesday,	68	76	77	74	80	78	74	77	E	Cloudy--shower
30	Thursday,	68	80	80	76	75	73	70	73	W	Clear--sun and clouds
31	Friday,	68	85	77	77	70	66	60	65	W	Clear--Showry

Thermometer.

Barometer.

Maximum on the 7th,	79°	Maximum on the 22d,	30.27 inches.
Minimum on the 1st,	63	Minimum on the 31st,	29.65 "
Difference,	16	Difference,	00.62 "
Mean,	73	Mean,	29.83 "

From the Pennsylvania Inquirer.

OFFICIAL

RETURN OF VOTES FOR THE CITY AND COUNTY OF PHILADELPHIA, AT A GENERAL ELECTION, HELD ON TUESDAY, OCT. 13, 1835.

PERSONS VOTED FOR,	N. Liberties.	Unincorp'd N. L.	Kensington.	Spr. Garden.	Oxford.	Lower Dublin.	Southwark.	Moyamensing.	Passyunk.	Kingsessing.	Blockley.	P. Township.	Roxborough.	Bristol.	Germantown.	City of Philadel ^a	TOTAL.
GOVERNOR.																	
Joseph Ritner	176	78	552	1167	157	225	533	171	119	58	201	54	151	106	324	5042	10633
George Wolf	1234	57	957	537	166	81	1680	274	64	86	85	146	131	73	342	1801	7834
H. A. Muhlenburg	704	74	344	433	42	76	334	310	71	25	102	83	1283	3	19	1251	4105
CONVENTION.																	
For Convention	2114	118	461	781		193	712	454	86	116	195	108	206	79	39		7883
Against do	1177	37	917	645		103	1432	230	64	116	112	137	91	94	392		10242
SHERIFF.																	
Watmough	1824	79	536	1217	177	229	675	230	50	67	212	65	171	93	339	5532	11596
Weaver	1389	67	1106	517	162	184	1404	176	76	75	78	125	125	87	334	1384	7309
Hutchinson	594	68	274	384	34	99	287	281	75	28	103	85	115	15	17	1350	3809
Snyder	44	18	13	12	10	7	141	82	64		1	1	24	4	2	335	758
Zepp	73	3	16	17	2	1	1	4				4		1	27	50	199
COUNTY COMMISSIONER.																	
Jacob Engleman	1843	78	535	1229	178	225	582	177	47	58	209	97	153	103	343	5425	11272
Jacob Collar	1209	62	974	495	153	169	1551	269	64	82	78	112	117	85	325	1464	7209
William Sutton	663	65	328	409	33	75	316	291	71	25	95	64	116	9	13	1315	3888
CORONER.																	
John Dickerson	1922	80	606	1229	181	208	68	164	34	57	207	56	148	103	334	5130	11147
John Dennis	1130	53	913	549	145	185	1462	319	135	65	91	139	137	82	293	1830	7528
Francis Brelsford	601	73	289	371	35	57	333	269	23	47	83	78	106	7	43	1240	3644
N. L. Keyser	1916	80	603	1207	179	208	685	164	33	57	205	56	148	102		5143	
AUDITOR.																	
Joseph Plankinton	1856	81	553	1189	171	217	629	169	46	56	188	64	153	98	345	5353	11138
William Bozarth	1173	44	922	518	150	154	1474	264	59	85	85	122	112	84	326	1475	6044
P. A. Grotjan	681	70	318	415	35	74	313	304	76	26	105	84	121	8	12	1379	4021
ASSEMBLY.																	
Wm. Wagner	2033	78	550	1254	175	219	573	171	48	57	205	67	153	104	342		6029
J. Thompson	2026	78	550	1255	176	219	574	173	47	57	204	68	154	103	342		6026
J. Wynkoop	2019	78	550	1252	177	219	570	172	48	56	205	67	151	102	340		6006
S. Weyant	2013	78	537	1252	176	213	572	172	48	56	205	67	149	102	341		5981
George Norton	2011	78	549	1252	175	218	560	191	48	56	202	66	152	102	341		6001
T. M. Hubbell	2012	79	548	1252	176	218	567	191	98	56	192	66	151	101	341		6048
Robert Buckman	2013	77	519	1253	177	217	570	172	48	57	203	66	149	166	341		5995
James Comly	2014	78	513	1252	145	243	563	172	48	57	205	67	150	103	340		5990
Kenderton Smith	1079	51	937	465	156	161	1573	280	63	83	79	136	122	86	330		5600
S. Stevenson	1067	51	938	446	157	172	1570	279	63	84	80	130	124	86	330		5547
Thos. Lewellen	1074	51	938	473	157	171	1571	277	63	83	80	131	124	85	331		5603
J. Vasey	1064	50	937	465	148	170	1567	278	63	83	79	131	115	85	329		5564
T. McCully	1070	51	937	464	156	170	1570	279	63	83	79	130	115	85	327		5589
A. Helfenstein	1076	52	925	465	156	172	1571	279	63	83	79	131	124	85	329		5560
S. F. Reed	1071	51	937	466	157	171	1566	279	63	83	79	130	124	85	330		5538
M. Snyder	1073	50	938	465	157	171	1571	280	63	83	79	131	135	81	334		5585
Richard Rush	634	81	349	405	35	78	310	296	76	26	100	86	128	9	20		2633
Thos. J. Heston	629	81	347	406	35	76	305	297	76	27	95	82	125	8	17		2606
C. V. Hagner	627	81	345	406	35	80	305	297	76	27	100	84	138	8	20		2728
A. M. Peltz	646	81	346	412	35	81	310	300	76	26	99	82	127	13	16		2637
J. M. Doran	626	81	345	406	35	77	312	296	76	26	97	81	128	8	17		2591
J. J. Snyder	626	81	347	407	35	80	307	292	77	27	99	83	128	8	16		2613
Wm. Deal	622	81	366	406	35	75	305	296	76	26	98	81	128	8	16		2659
J. Rupert	622	81	345	396	36	82	304	293	76	26	99	82	127	8	16		2593

UNIVERSITY OF PENNSYLVANIA.

(Continued from page 262.)

CHAPTER XIV.

State of the University in the year 1827.

In order to complete the view which it is the object of this essay to lay before the public, it will be necessary to give an account of the arrangement and condition of the several departments of the university, as they exist at the present time.* If in the execution of this task, some facts which are already familiar should be again brought into notice, it is hoped that the advantages to be derived from the integrity of the picture, will overbalance the irksomeness of the repetition.

The institution is under the control of a board of trustees, composed of twenty-four citizens of Pennsylvania, together with the governor of the state, who is *ex-officio* president. This board is perpetual; and, in the exercise of its authority, is subject to no other limitations than such as are fixed by the several charters under which it acts. For the transaction of business a stated meeting is held every month, and special meetings are occasionally called when any important matter demands immediate attention; but, as in the management of so extensive an establishment, there are many objects which require a constant and vigilant superintendence, the board divides itself into standing committees, to each of which some particular province is ascribed for its especial charge. The duties of secretary and treasurer are performed by an officer appointed by the board, who is compensated by a regular salary and a small commission upon the revenues of the institution †

* It will be recollected by the reader, that the period here alluded to was the year 1827, when this account of the university was prepared. In any instance in which material alterations have been made since that period, the fact will be stated in a note, with the present date.—*January, 1834.*

† The names of all those who filled the office of trustee, from the origin of the school to the period at which the college and university were united, have been mentioned in previous notes. Those elected since that period, whose places have been vacated by death or resignation, are the following:—

Alexander James Dallas, Joseph B. M'Kean, Joseph Ball, Samuel M. Fox, Thomas M. Willing, Moses Levy, John T. Mifflin, John H. Brinton, John R. Cox, Anthony Morris, Thomas M. Francis, William Tilghman, late Chief Justice of Pennsylvania, Rev. James P. Wilson, George Fox, Zaccheus Collins, Thomas Duncan, Rev. Jacob J. Janeway, Robert Walsh, jr., Rev. Thomas H. Skinner, and Rev. Thomas M'Auley.

The following gentlemen, exclusive of the governor of the state, compose the board at the date of this note:—

1. Right Rev. William White, D. D.,
2. William Rawle, L. L. D.,
3. Benjamin R. Morgan,
4. James Gibson,
5. Horace Binney, L. L. D.
6. William Meredith,
7. Benjamin Chew,
8. Robert Wain,
9. John Sergeant, L. L. D.
10. Thomas Cadwalader,
11. Peter S. Duponceau, L. L. D.
12. Nicholas Biddle,
13. Charles Chauncey, L. L. D.
14. Joseph Hopkinson, L. L. D.
15. Joseph R. Ingersoll,
16. Rev. Philip F. Meyer, D. D.
17. Philip H. Nicklin,

The university is nominally divided into five distinct departments, those, namely, of the *Arts and Sciences*, of *Natural Science*, of *General Literature*, of *Law*, and of *Medicine*.

1. *Department of the Arts and Sciences.*—This department consists of three parts, the *college*, the *academy* or *grammar schools*, and the *charity schools*.

The *college* is under the immediate government of a faculty, composed of four professors and a tutor, to whom, besides the business of instruction, are committed the duties of administering the general discipline of the seminary, and of representing to the trustees, in semi-annual reports, the exact condition both of the collegiate and academical classes.* The offices of pro-

18. Rt. Rev. H. U. Onderdonk, D. D.
19. John C. Lowber,
20. James S. Smith,
21. Edward S. Burd,
22. John Keating,
23. George Vaux,
24. Rev. William H. De Lancey, D. D.

The reader acquainted with the general history of the Union, and the particular history of this state, will have observed, that, at every period of the existence of the school, the board of trustees has been remarkable for the number of its members distinguished in politics, literature, science, and the liberal professions; and a glance at the list of its present members will satisfy him that it has not degenerated. We may, indeed, be proud as Philadelphians, that our city has been able to afford so many distinguished names as are to be found in the catalogue of those who have at different times directed the affairs of the college and university. The office of treasurer and secretary is now occupied by James C. Biddle, who succeeded Joseph Reed, late recorder of the city.—*January, 1834.*

* Some alterations have been made in the arrangement of the faculty of arts since the year 1827. The four professorships remain as before; but an assistant professorship has been added. The office of tutor, referred to in the text, was also made an assistant professorship, which has, however, been recently abolished. In 1827, when this memoir was written, the members of the faculty were Rev. Frederick Beasley, D. D. provost and professor of natural philosophy; Robert M. Patterson, M. D. vice-provost and professor of natural philosophy; James G. Thompson, professor of languages; and Garret Van Gelder, tutor. The professorship of mathematics, which was then vacant, was soon afterwards supplied by the election of Robert Adrain, L. L. D. It is well known that, since the period above mentioned, great changes have taken place in the faculty, so that not one of those who then occupied chairs is now connected with the institution. The faculty of arts at present consists of the following members:—

Rev. William H. De Lancey, D. D. acting Professor of Moral Philosophy, and acting Provost of the University.

Robert Adrain, L. L. D. Professor of Mathematics and Vice-Provost of the University.

Rev. Samuel B. Wylie, D. D. Professor of the Hebrew, Greek, and Latin Languages.

Alexander Dallas Baché, Professor of Natural Philosophy and Chemistry.

Henry Reed, Assistant Professor of Moral Philosophy.

With the exception of Mr. Reed, these gentlemen immediately succeeded those above mentioned, as filling the same offices. The predecessor of Mr. Reed, and the first assistant professor of moral philosophy was the late Rev. Edward Rutledge. Thomas M'Kinley and the Rev. Christian F. Cruse, successively after M.

vost and vice-provost of the university are held respectively by two of these professors. It is the duty of the provost, and in his absence of the vice provost, "to visit and superintend the various schools and departments; to see that the rules and statutes of the trustees are duly carried into effect; and to advise and suggest such alterations and improvements as he may deem best calculated to promote the welfare and usefulness of the institution."

The compensation of the professors, if not ample, is at least respectable. Beside a fixed salary, which to the provost is one thousand dollars, to the vice-provost nine hundred, and to each of the other professors about eight hundred and fifty; they severally have the use of one of the houses belonging to the university, or an equivalent sum in money, and divide equally between them the proceeds of tuition. They are moreover entitled to a small sum from every graduate in the arts; and the provost and vice-provost derive a considerable addition to their income from the fees which they receive upon affixing their signatures to the medical diplomas.*

The number of classes is four, distinguished by the usual titles of *freshman*, *sophomore*, *junior*, and *senior*. One year is appropriated to each class; so that the whole college term extends to four years. The requisites for admission into the lowest or freshman class are, that the applicant should not be under the age of fourteen; that he should have been taught arithmetic, and the rudiments of geography; and that he should have read, in the Latin language, Virgil, Sallust, and the Odes of Horace; in the Greek, the New Testament, Lucian's Dialogues, Xenophon's Cyropædia, and the Græca Minora of Dalzel. The course of study embraces the highest Greek and Latin classics, with Grecian and Roman antiquities; the mathematics from algebra to fluxions; natural philosophy, chemistry, and geography in all its branches; ancient and modern history, grammar, rhetoric, logic, moral philosophy, and metaphysics. The students are also exercised in writing Greek and Latin, in English composition, and in the art of speaking.†

Van Gelder, held the place of tutor or assistant professor, now abolished.

Dr. De Lancey has resigned his station in the university, but continues to occupy it temporarily, till a successor can be provided. The Rev. Philip Lindsley, D. D. has been elected, but has not yet signified his acceptance of the office.—*January, 1834.*

* The mode of compensating the professors has undergone some alteration since this was written. They now receive a fixed salary without any share of the tuition money.—*January, 1834.*

† Since the year 1827, considerable changes have been made in the course of instruction, which is believed at present to be as comprehensive as that pursued in any similar institution in the United States. The following regulations are extracted from the Catalogue of the University, published by order of the trustees in January, 1834.

"To be admitted into the Freshman Class, a student must be at least fourteen years of age. He must be qualified for examination on the following subjects and authors:—*Latin.* Cæsar, Virgil, Sallust, Odes of Horace.—*Greek.* New Testament, the Four Gospels, Acts, and the Epistles of Peter. Xenophon, first three books. Græca Minora, or Jacob's Greek Reader.—Quantity and scanning in each language.—*English.* The elements of English grammar and of modern geography.—*Arithmetic*, including fractions and the extraction of roots.

"No student is admitted to advanced standing without the fullest preparation for the class into which he applies for admission.

"COURSE OF INSTRUCTION IN THE COLLEGE.

"FRESHMAN CLASS.—*Mathematics.* Algebra, including simple and quadratic equations, surds, cubic, and

The pupils of each class are submitted to semi-annual examinations in the presence of a committee of the trustees; and those who do not acquit themselves satisfactorily, are not allowed to proceed.

Punishments are confined to private or public admo-

biquadratic equations. Approximations. Converging series, &c.—*Classics.* Five books of Livy. Horace's Satires. The Epistle to the Hebrews. Selections from Herodotus. Latin and Greek exercises. Roman and Grecian exercises.—*English.* English Grammar, (Lowth's English Grammar,) and Geography reviewed. Ancient History, (Lardner's Outlines of History.) Readings in Prose and Poetry. Written Translations from ancient authors. Declamation.

"SOPHOMORE CLASS.—*Mathematics.* Elements of Geometry, (Legendre's Geometry.) Logarithms. Plane Trigonometry. Surveying, Mensuration, &c.—*Classics.* Cicero de Oratore. Terence. Cicero's Orations. Horace's Epistles. Selections from Thucydides, Xenophon, Demosthenes, Lysias, Isocrates, Plato and Ælian, Homer's Iliad, Latin and Greek exercises.—*Nat. Philosophy.* Elements of Mechanics, (Library of Useful Knowledge, or Lardner's Mechanics and Hydrostatics.)—*English.* History, (Mackintosh's History of England.) Rhetoric, (Whately's Rhetoric.) English composition. Declamation.

"JUNIOR CLASS.—*Mathematics.* Spherical Geometry and Trigonometry. Perspective Geography, including the Use of the Globes and Construction of Maps and Charts. Analytical Geometry, including conic sections, (Young's Analytical Geometry.) Elements of the Differential Calculus, with applications, (Young's Differential Calculus.)—*Classics.* Art of Poetry. Juvenal. Quintilian's Institute. Review of Selected Odes of Horace. Cicero de Officiis. Selections from the Odyssey, Hesiod, Apollonius Rhodius, Sophocles, Euripides, Theocritus, Pindar, &c.—*Nat. Philosophy and Chemistry.* General doctrines of equilibrium and motion. Equilibrium and motion of solids and fluids, (Cambridge Mechanics.) Theory and construction of Machines, (Application of Descriptive Geometry.—Heat, (Turner's Chemistry.) Electricity, including Galvanism. Magnetism. Electro-magnetism, (Roget in Library of Useful Knowledge.) Philosophy of Chemistry, Inorganic Chemistry commenced. (Turner's Chemistry.)—*English.* History continued. Moral Philosophy. Logic, (Whately's Logic.) English compositions. Written discussions.

"SENIOR CLASS.—*Mathematics.* Elements of the Integral Calculus, with applications. Variations of Lagrange. Analytical Mechanics, (Young's Analytical Mechanics, and Lecturers.)—*Classics.* Former authors reviewed or completed. Longinus. Tacitus.—*Nat. Philosophy and Chemistry.* Astronomy, (Gummere's Astronomy.) Optics, (Brewster's Optics. Steam-engine, (Lardner on the Steam-engine and lectures.) Inorganic Chemistry completed. Organic Chemistry, (Turner's Chemistry.)—*English.* Evidences of Natural and Revealed Religion. Intellectual Philosophy.—Law of Nations and Political Law, (Kent's Commentaries.) English composition. Forensic discussions.

"On every Saturday members of the Senior Class deliver original essays in the chapel.

"*French, Spanish, and German,* may be pursued, if required by parents.

"On each day of the week, except Saturday, there are not more than four nor less than three recitations of one hour each for every class. On Saturday each class recites once.

"All the classes, except the Senior class, recite both in the morning and afternoon.

"The instructions of the college are conveyed in part by lectures, but principally by the study of the most

dition or reproof, degradation, suspension, dismissal, and expulsion. All but the two last may be inflicted by order of a majority of the faculty:—these, as they are the most serious, and are liable to affect injuriously the character and future prospects of the young man, require the sanction of the board. Between the punishments of dismissal and expulsion there is this difference, that after the former a student may be reinstated by a vote of the trustees, while the latter totally disqualifies him for readmission into the institution, and for receiving any of its honours. The board, however, do not call upon other schools to exclude the students who may have been expelled from their own; nor, though more than once invited to come into an agreement to this effect, do they consider themselves bound to refuse admittance to those who may have incurred expulsion elsewhere; but reserving to themselves the privilege of judging of the circumstances of each case, decide according to their own opinion, of its merits. — That disposition which would fix an indelible mark of disgrace upon the forehead of a young man, however guilty, and would shut up against him the path of repentance and returning honour, savours rather of revenge and persecution, than of that spirit of beneficence which chastens only for good; and it is placing too much power in the hands of any set of men, other than the public tribunals of the country, to enable them, whether from a sense of justice, or from any worse motive, for ever to cut off from the youth who may have incurred their displeasure, all access to the fountains of instruction, and thus perhaps to blast prospects which may have opened upon him with the fullest and brightest promise.

The price of tuition in the collegiate classes is sixty dollars for one year, more than five times the amount demanded by the college before the revolution.*

Two scholarships have been founded upon the funds of the institution, the right of nomination to which belongs to the heirs of Thomas Penn. This arrangement originated in the conditions of the grant, made by that gentleman to the late college and academy, of his fourth part of the manor of Perkaskie. In the deed of conveyance, dated July 21st, 1759, it was provided that the trustees should never dispose of their interest in the estate, and that when the income from it should amount to two hundred pounds per annum, they should educate, maintain, and clothe two persons of the nomination of the grantors or his heirs; and it was also provided, that if these conditions should not be complied with, or in case of a dissolution of the corporation, the land should revert to the original owner or to those who might represent him. The number of acres was about two thousand five hundred, and the rent at the period of the conveyance was forty-three pounds. In the year 1813 the rent is stated at more than six hun-

approved text books, aided by the explanations of the professors. The diligence of the student is tested by rigid daily examinations. The character of each recitation is recorded, and the results communicated to parents or guardians in the middle or at the end of each term. At the end of each term, public examinations of the classes are held by the faculty; and the students are classed in the order of merit.

“Defective students are not allowed to proceed to a higher class, and incompetent students are dismissed from the institution.

“Negligent and indolent students are transferred to a lower class when unable to proceed with the studies of their own class.”

Instruction in the French, Spanish, and German languages, is given to those students who may desire it, by teachers appointed by the trustees.—*January, 1834.*

* The price is now twenty-five dollars for each term, or seventy-five dollars a year.—*January, 1834.*

dred bushels of wheat; an increase which strikingly exemplifies the great nominal rise in the value of property. It appears from the minutes of the board of trustees, that they had always been desirous of selling this land, as the sum which it would command might be invested so as to produce an income far greater in amount than any rent which could be obtained. But as the sanction of the proprietor was necessary before a sale could be made, and upon application from the trustees he expressed his unwillingness to give the desired permission, the design was dropped for the time, and the lands remained as before. Several partial efforts were afterwards made, which either ended in the appointment of committees, or failed from a want of proper attention in the progress of the affair. At length, in the year 1816, the board determined to exert themselves for the attainment of the object; and, as a preliminary measure, passed a resolution pledging the income of the university for the education and maintenance of any two individuals at one time, and of an equal number for ever, whom the heirs of the late proprietor might nominate. Thus originated the “Penn foundation,” the establishment of which was merely the transfer of an obligation before attached to the possession of the Perkaskie lands, to the general funds of the university; and was very properly considered by the board as a necessary proceeding on their part, before permission to sell these lands could be decently requested. Application being now made to John Penn, the descendant and heir of Thomas Penn, a release of the condition annexed to the original grant was readily obtained; and in the year 1817, the whole estate was sold for the sum of sixty thousand five hundred dollars, a portion of which was paid in cash, and the remainder secured by bond and mortgage. It has been mentioned on a former occasion, that the purchasers were unable to meet their engagements; and that much of the property has in consequence reverted to the university.

Connected with the collegiate department of the university is a library, which, though not very extensive, contains many rare and highly valuable works.—The donation of the king of France, and the bequest of Dr. M'Dowell have already been alluded to. Presents for the library have been received from other sources: among them may be mentioned a number of Bengalee books from the Rev. Wm. Carey, Baptist missionary in India. Appropriations are occasionally made by the trustees for its increase; and a standing committee, in whose charge it has been placed, are directed to purchase as occasion may offer, such works as they may think suitable, “particularly all publications connected with the past and present condition of the United States.”

There is also connected with the same department a philosophical apparatus, which has been gradually increasing since the foundation of the school, and is at present one of the most valuable and extensive collections of this kind, existing in America.*

With all these recommendations, it might be reasonably expected that the college would be crowded with students; but the new regulations, by which it has been placed on its present footing, are too recent to have produced any of those good effects which may be ultimately expected from them; and the number of students, therefore, differs little from the average of the last ten or fifteen years, which may be stated at about fifty.†

* The apparatus has been considerably augmented since the period alluded to in the text. I have been assured that it is now at least equal to that of any collegiate establishment in the United States.—*January, 1834.*

† Under the influence of the new spirit which has been infused into this department of the university within the last few years, the number of pupils has

Of the *academy*, which is the second division of the department of arts, it is necessary to say but little.—Under this title are included two grammar schools—one in the charge of the Rev. James Wiltbank, located in the old Fourth Street academy; the other, a seminary situated in the western part of the city, which has long been conducted by Messrs. Wiley and Engles, and has recently come into connection with the university. Over these schools a general superintendence is exercised by the faculty of arts, assisted by a committee of the board; and a course of instruction is pursued calculated to prepare the scholars for admission into the collegiate classes. The teachers are compensated by the proceeds of tuition, and receive from the university no other advantage than the influence of its name, and, in the instance of the first mentioned school, the use of a suitable room free from rent. The price of tuition is twelve dollars a quarter; and the number of scholars generally exceeds one hundred.*

The *charity schools* are a highly interesting branch of the seminary. The circumstances of their origin, and the obligations which binds the trustees to their continued support, have been already detailed. From the foundation of the academy to the present time, two schools, one for boys, the other girls, have been constantly maintained out of the general funds of the institution; and the average number of scholars receiving instruction in them has been about one hundred. In the year 1823, a third school was established under the following circumstances. A citizen of Philadelphia, by the name of John Keble, upon his death in 1807, left the residue of a considerable estate to be applied to such charitable objects as might be appointed by the Right Rev. Bishop White, and other persons designated in the will. Conceiving that the promotion of education among the poor was the most effectual charity, and having full confidence in the stability of the university, and the uprightness of those who had the direction of its affairs; these gentlemen were convinced that they should best acquit themselves of their charge, by appropriating the property to this institution, in trust that it should be kept a distinct fund for the extension of the boys' charity school. The appropriation was made in March, 1809, at which time the estimated value of the property was nearly ten thousand dollars. Most of it, however, being real estate, and not very productive, the income was deemed too small for immediate and advantageous application. The fund was therefore allowed to accumulate for several years, till, in 1823, it had become sufficiently ample to authorize the establishment of a new school, to be maintained exclusively out of its annual proceeds. Thus originated the *Keble Charity School*, which is now in a flourishing condition, containing about fifty scholars. The income of the whole Keble fund is at present estimated at one thousand dollars. That portion of it which is not applied to the support of the schools, is added to the principal, and thus made productive.

All the charity schools are "subject to the inspection, superintendence, and control of the professors of the collegiate department and a committee of the

greatly augmented. According to the catalogue published in 1832, the members of the four college classes amounted to one hundred and twenty-six. The number at present is ninety-four.—*January, 1834.*

* The academical department at present embraces a classical and English school, under the charge of a principal, who teaches the classics, an English teacher, and three assistants. The present principal is the Rev. Samuel W. Crawford, who is assisted by Theophilus A. Wylié and William Alexander. The English teacher is Thomas M'Adam, and his assistant Thomas M'Adam, jr. The number of pupils at present in the academy is one hundred and eighty-four.—*January, 1834.*

board." The children who attend them, to the number of about one hundred and fifty, are taught reading, writing, and arithmetic; and the whole expense of their instruction, including the salaries of teachers, the rent of rooms, the cost of books, and other incidental charges, is little, if at all short of two thousand dollars per annum.

(To be continued.)

A DESCRIPTION OF THE FALLS OF BEAVER, &c.

[Concluded from page 253.]

Letters from Marcus T. C. Gould, New Brighton, Beaver county, Pa. to Samuel C. Atkinson.

NEW BRIGHTON, Sept. 1835.

Dear Sir:—In compliance with your request, when I had the pleasure of waiting on you at the *Falls of Beaver*, I will improve this, my first leisure moment since your departure, to give you, as succinctly as may be convenient, a sketch of the general and local advantages of this particular district, together with a cursory glance at the city of Pittsburg and its unparalleled facilities and resources.

Notwithstanding the city of Pittsburg is already too well known to require any thing at my hand, and though placed at a distance of some thirty miles from the Falls of Beaver, yet in numerous points of view, the two places are so intimately associated (as I shall hereafter show,) as to justify a description in common; for that which is true of one, is frequently no less true of the other, viz. as it respects health, climate, mineral and agricultural productions, boat building, &c. &c.

Situated as they are, near the north eastern extremity of the great *Mississippi Valley*, drained by its hundreds of rivers, navigated by their hundreds of *Steamers* and thousands of *Keel Boats*—they both enjoy in common, every desirable facility of intercourse with the millions of inhabitants who already throng the borders of those numerous rivers, and are rapidly converting the forest and the prairie, into gardens, orchards, vineyards and fruitful fields, for the culture of all the necessities and many of the luxuries of civilized and refined life—not only for their own consumption and convenience, but for ourselves, and for our eastern cities. I particularly allude to wool, silk, cotton, flax, hemp, and perhaps grapes, prunes, &c. of which latter we saw some specimens, of a very delicious flavour, as you doubtless recollect.

We are here placed at an elevation of some seven hundred feet above the level of the ocean, and from 50 to 100 miles west of the Alleghany mountains—those mighty purifiers of the United States atmosphere, whose summits look down upon the great lakes of the north west, the St. Lawrence of the north east, the Delaware, the Chesapeake and the Atlantic in the east, the Gulf of Mexico south, and the Rocky mountains west. To those at all conversant with the formation, and diurnal motion of our earth, and the atmosphere which surrounds it—together with the circumstances and causes which render it more or less congenial or deleterious to human life, it is needless to offer arguments showing that this is a healthy region. I will add, however, that so long as the earth continues to revolve from west to east, so long will there continue to roll down the western slope of the Alleghany mountains, and across this entire district of country, a never failing supply of the *purest mountain air*; and while thus circumstanced, we must be comparatively exempt from the unhappy influence of those predisposing causes, which make such havoc of human life, in the lower regions of the Mississippi Valley,—and even in our own latitude, at a greater distance from the mountains and great lakes.

In the latitude of about 40 deg. 30 m. we are neither chilled by the rigour of our inland oceans, nor suffocated

ed by the relatively non-elastic vapours which serve as atmosphere, in the more southern, and less elevated portions of our Great Valley. Nor is it a fact, that, being at a considerable remove from the seaboard, and from the immediate vicinity of Atlantic, European, and tropical productions, of nature and of art, we are consequently deprived of the necessities and luxuries of life; on the contrary we are surrounded on every hand by rivers, canals, rail-roads, turnpikes and other avenues, through which every species of traffic may be carried on with all and every portion of our own widely extended empire, and with the world at large.

After the very frequent and accurate geographical descriptions which have been given, it is hardly necessary for me to speak minutely of the general aspect of the country, or its agricultural production—or even to state that Pittsburg was once *Fort Duquesne* then Fort Pitt; or that, from time immemorial it *has been*, and through ages to come will be, the grave of the *Monongahela* and *Alleghany*, but the birth place of the still more majestic *Ohio*. The Beaver River, within the last five miles of its course, falls sixty-nine feet, furnishing water power and eligible scites for 500 mills. Its confluence with the Ohio, is near the centre of the county of Beaver, which lies on both sides of both these rivers—contains 646 square miles, 35,000 inhabitants, &c. &c.—(for details and statistics respecting which, see my published chart, of the Falls of Beaver and vicinity, which will soon be revised, re-published, and for sale, in your city and N. York.)

Having happily disposed of my *details*, at *wholesale*, in the above parenthesis, you will permit me further to say, that we live in a delightfully diversified, and highly picturesque region, (from which, by the by, you must get some sketches for your Casket, &c.) abounding in living springs, and lively streams which course their rapid way in almost every direction, to irrigate and fertilize their already prolific borders, and render them more desirable for the residence of country citizens and city countrymen, like yourself and myself. These numerous little streams, or pigmy rivers, uniting their forces under various appellations, a few of which we have enumerated, assume the general cognomen of *Big Beaver*, the identity of which is, at the end of twenty-four miles swallowed *up*, at a single breakfast spell, by the infant Ohio, just commencing its course of a thousand miles, to drink its hundred rivers, and be *itself* swallowed *down* by the still more thirsty and capacious Mississippi, in its giant course to the Gulf of Mexico and the Atlantic.

Nature has already given us, the Big Beaver, the Great Lakes, the Ohio, the Mississippi, and their tributaries; among which I would name, particularly the Alleghany and Monongahela. By the aid of art, we have now, or shall soon have, canals or rail-roads to Philadelphia, to Baltimore, to Washington City, to Lake Erie, and by two different routes, to the great Ohio Canal. And at no very distant day, we shall see a rail-road from the mouth of Beaver River, by Franklin, perhaps Warren, and the neighborhood of Olean, to the cities of Albany, New York and Boston. Let those, therefore, who believe this, make their locations while property is yet cheap, or in default of so doing, ever after hold their peace, and lay not the blame at my door, for not warning and advising them in time. For I, now, once for all, free my skirts upon the subject, by predicting through this epistle, that such will be the case; and that, within ten years from this time, there will be a population of at least 20,000 about the Falls and mouth of the Beaver. Let those who doubt all this study their maps, and see whether the population of New York, New England and Lower Canada, can in any way carry on an inland commerce with the millions who are soon to inhabit the Mississippi Valley, at so cheap and rapid a rate, as by rail-roads and canals, to the *nearest* steamboat waters of the Ohio. Should

the Alleghany be rendered navigable for steam-boats, of which I have not the least doubt, it only adds another benefit to the city of Pittsburg, which is already beyond the reach of competition or rivalry; nor would we, in the slightest degree insinuate that any future benefits which the Falls of Beaver may derive, will detract from the growth or prosperity of Pittsburg, but on the contrary, I am proud to consider the Falls of Beaver, as a suburb of that immense city, which is soon to be the wonder of the western world—a place to which this, and almost every other place within hundreds of miles, must in some respect pay tribute. But if passengers or freight, on their way from New England to New Orleans, find themselves in the region of Olean, by rail-road, and learn that the same rail-road will reach the Ohio at Beaver, some hundred and fifty miles short of the Alleghany route, by steam-boat, the shorter road will be sometimes preferred to the longer; and especially, will it be preferred to the more circuitous and vexatious route, of leaving the rail-road for a precarious lake navigation to Cleveland, and then a canal navigation three hundred and sixty miles to Portsmouth, on the Ohio, with all the necessary changes and delays incident to so frequent transshipments. I will not enlarge upon this subject at present, but barely assert, that, from Beaver to Franklin, by rail-road would be but about fifty miles, whereas to follow the river, it would be about one hundred and fifty. To view this route, in its true light, it is only necessary to refer to the *state map of Pennsylvania*—but to comprehend the *true policy* of such a measure, will of course require more political acumen, than I shall presume to arrogate at this time. I simply touch the subject, with a view to elicit investigation and discussion from those better qualified for the task.

Very respectfully, &c.

LETTER, No. 2.

Dear Sir:—Permit me to improve another leisure moment, in continuation of the subject entered upon in my last, viz. the advantages, prospects, &c. of the Falls of Beaver, and their vicinity.

I have been frequently interrogated by my neighbours, respecting the probable object of yourself and others from the east, who have recently purchased property in this place. To these inquiries I was not prepared to give a very satisfactory answer; though I ventured to hazard the opinion, and I now repeat it—that *Rolling Mills*, *Foundries*, &c. &c. will soon be established near the head of the Falls—that *Woollen Factories* will probably come next in order; and that additional *Paper Mills*, *Cotton Factories*, and *Flouring Mills* will soon have a place, within the sound of Beaver Falls.

Do you think so? Why not? Have we not every thing to encourage it? Have we not immense water power to drive machinery—and are not both the scites and the power remarkably cheap—and does not the increasing population of the west actually demand more than can be supplied from existing establishments?

Perhaps it is so; and if we may believe the manufacturers in the city of Pittsburg, it is actually the fact.

Now as it respects the different species of iron, of which such vast quantities are manufactured and sent from that city—whence is it derived. Much of the crude or half wrought material passes our very doors, from Tennessee and other sections of our western country. Much of the iron from the *Juniata* and other parts of the mountain regions, now finds its way *eastwardly* instead of coming to Pittsburg, as formerly—so much, then for our canals—I wish we had more of them.

I have said that the crude, or half wrought material passes our very doors; it is indeed so, but it returns after

a very few days, *doubled in value*, to the consumers, perhaps, in the very region whence it was taken from the bowels of the earth.

Now this is all *well*, and we are willing that it should be continued, for it gives encouragement to commerce, increases our state revenue, affords employment for numerous manufacturers, mechanics, teamsters, coal diggers, coke makers, and other bread and meat eaters; and to all handsome wages, as well as liberal profits to the more extensive proprietors and merchants who deal in it.

But if we have plenty of *Iron ore* in our own immediate neighborhood, and coal to smelt it, upon the very bank of the stream which gives power for manufacturing and navigation for transporting it to any desirable market; and if, too, our lands are cheaper, rents lower, provisions, and consequently wages not so high, and a market less remote; and if, again, water power can be procured and maintained, at less than one fourth the cost of steam power—may we not be permitted to recommend the subject to the consideration of the public? And may not this place come in for a share of that patronage, which is already so abundant, and so rapidly increasing?

Again—if hundreds of thousands of dollars are annually paid out for wool, produced within fifty miles of the Falls of Beaver, and this wool, is transported east of the mountains to be *manufactured*, and the manufactured articles sent back *to be sold west of the mountains*, and in many instances to be worn by the very individuals who reared and fed the sheep and sheared the wool—and if the wool purchaser, the forwarding merchant, the eastern manufacturer and all his dependents, can make money, and sell to the wholesale dealers in our eastern cities, and they at a profit to their western customers, at such prices that they can pay transportation back to our own neighborhood, and sell at another fair profit, over and above an interest of some three, to ten per cent. upon the average investment during the time necessarily wasted in this round about operation, why would it not be a bright idea, for those interested in this matter, to use the immense water power (which is now wasting within my hearing to no valuable purpose) in the very centre of this wool growing region, to work up the wool of our neighborhood and supply our own wants and those of our western neighbors?

And again, why is it that the *rags* of Ohio, Indiana, Illinois, Kentucky, Tennessee, western Virginia and western Pennsylvania are sent to the neighborhood of Philadelphia and Baltimore, to be converted into paper to supply our own western market? And why are thousands of reams of the paper that is in fact manufactured here, sent to Philadelphia and Baltimore to be stamped or stained, and then sent back for the walls of our own houses?

And why is cotton taken from the Mississippi valley to New England, New York and New Jersey, and of late, in considerable quantities up the Ohio, and through the Pennsylvania Canals, to be manufactured and sent back to us, and our western neighbours, in shirtings, sheetings and calicoes, when either and all of these articles can be as well manufactured, and at much less expense of time and money, in our own neighborhood?

It will of course be answered, we have not the capital, we have not the machinery, we have not the workmen, mechanics, artisans, &c. &c.

Now neither of these assertions is entitled to much consideration; for we have the capital, but those who hold it have hitherto deceived themselves by supposing that they could employ it more advantageously in other pursuits. As to machinery and operatives, these difficulties will vanish, as similar objections, have, to the manufacturing of steam engines, and every other kind of complicated and intricate machinery in iron, copper, brass, &c.

of Pittsburg, where it must be acknowledged, that in many things, they even excel their eastern brethren.

The true answer to the foregoing queries is this public attention has not been called to the subject; Capitalists have not counted the cost and the saving on both sides of the question; and the chief object of this letter is, to invite them most respectfully, to do so.

Very truly, yours, &c.

LETTER, No. 3.

Dear Sir:—You are doubtless aware, that our place has been, by some, analogically denominated the *Rochester of the west*—the *Rochester of Pennsylvania*, &c.

Let us inquire into the *wherefore*, and see whether facts will sustain the position.

Rochester, in the state of New York, was not known till about twenty years ago; to which fact I am a personal witness; but since that time, it has grown to be a very considerable city, and for its population has always done a very large business, particularly in the *Flouring line*.

In the year 1811, I forded the Genessee River, at a point, now the centre of Rochester, just above the first considerable fall. At that time I was obliged to sleep in my wet clothes, upon a green oak plank, because the place afforded no better accommodations—it being then a wilderness, the night dark, and roads intolerable. I spent a long and sleepless night, amid the roar of a tremendous water fall, contending with musquetoos, and listening to the music of owls and frogs, the only inhabitants of the place. As little did I then imagine, that the place would, within twenty years, be the centre of a large manufacturing and commercial city, as do those who visit the *Falls of Beaver*, imagine, that in twenty years, we shall have a much larger city where I now write—but it will be, even so.

Since, however, Rochester has been long able to speak for itself—to speak eloquently and forcibly of its *own merits*, I will waste no more words upon its acknowledged importance and advantages, except, in illustration of *my subject*—the *Falls of Beaver*.

Rochester possesses tremendous water power—so do we, to a still greater extent. She is the centre of a fine agricultural region—so are we. She is within a few miles of Lake Ontario—we are still nearer, to the *Ohio River*, whose length would circumscribe that Lake, present twice as much margin, and float as many Steam Boats.

Rochester has her Erie Canal—we have our Pennsylvania and Ohio Canals. She, to be sure, belongs to the Empire State—but we, to the Key State. She is some four hundred miles from the great emporium of her state—we are as near to the London of our own state. She feeds her eastern cities with bread from the west—we shall soon do the same thing, as successfully as herself. She may boast of her Canada market—but we can speak of a still greater, the Mississippi valley. She has for years past drawn vast supplies of wheat and other commodities from Ohio, Michigan, &c. while we could not reach them, for want of canals and Rail Roads; but these important avenues are now in a state of rapid progress, and will soon be completed; thus placing the products of Ohio, some two or three hundred miles nearer to the Falls of *Beaver River*, than the Falls of Genessee River—while the *former* are as near the Atlantic Cities as the *latter*.

Again, her canals and her lakes are blockaded by frost and ice some eight or ten weeks of the year, viz. four or five weeks in the fall, and as much in the spring, while our canals and River are thronged with every species of human traffic, to which the laws of our land give sanction, and the enterprise of our age can suggest. The commodities of the west, in passing to Rochester, must encounter the perils of a dangerous lake

while ours may glide safely, upon the unruffled bosom of our natural rivers and artificial canals, or skim across the summits of our Alleghany, triumphantly escorted by the prodigies of steam. And before the influence of a vernal sun can raise the six months *annual blockade* of ice bound rivers, lakes, and canals, in the neighbourhood of Rochester, we shall well nigh have drained the granaries of the west, to give activity to our *water wheels*, and the staff of life to those who need bread in the east.

Rochester has but two markets, New York and Canada—we have Philadelphia, Baltimore, Washington, and the Mississippi; and, indeed, much of the wheat and bacon of Ohio, could find its way, even to the city of New York itself, by the way of Pittsburg and Philadelphia, quicker and cheaper than by Rochester and Albany. But New York intends to have a *Rail Road* to Ohio—Pennsylvania will have *two or three*.

Now, lest I weary your patience with this analogy and antithesis, I will leave several things unsaid till my next, and close, by remarking, that Rochester has probably about reached her meridian glory—we are just emerging from the obscurity of the past, and entering upon a career, which I must leave for future pens to describe.

I must finally add one or two ideas more, lest they be forgotten. Would you believe, that in our very infancy, the industrious mechanics about the Falls and mouth of Beaver, will have constructed and sold for cash, within the present year, no less than \$70,000 worth of *Keel Boats* to descend the Ohio River, never to return? I have this from the lips of John Boles, Esq. a principal manufacturer of the article. There is an importance, which attaches to this matter, that it may be well to name—though these Boats are never to return, the demand is rapidly increasing—the materials are all found in our own neighborhood—the work is done by our citizens, who live in their own houses, eat their own bread, and *poeket the money*, instead of sending it abroad for the purchase of raw materials, as in most other manufacturing operations. I want to say something about the building of *Steam Boats* in this neighbourhood; but inasmuch as a Steam Boat is larger than a *plough*, and I have but little time and space remaining, I will drop the *greater* and give you the *lesser*. I discover by the "*Pennsylvania Advocate*," that a Mr. Hall, of the city of Pittsburg, turns out from sixty to seventy-five completely finished ploughs daily, and from nine thousand to twelve thousand annually. The writer says, that, when visiting his establishment, a few days ago, a gentleman was present, receiving and shipping for the west, and south west, to a single order, over three thousand of Mr. Hall's *latest revised and improved edition*. Is it not prodigious? Why Mr. Hall, you absolutely eclipse your *hopeful cousin Basil in America*.

Very truly, yours, &c.

LETTER, No. 4.

Dear Sir:—You recollect I was upon the point of saying a few words, upon the subject of *Steam Boat* building, in my last communication; but waived it for want of Room—I have no such excuse at this time.

I need not inform you, that our neighbour Pittsburg has been for many years famous for her manufacture of *Steam Engines, Boilers*, &c. &c. for Boats, though it is not so generally known that she excels in the construction of the *entire Boat*. It is not at all surprising, however, that *this* should be the case, since her patronage is so lucrative and abundant, as to command the services of the most accomplished ship builders, smiths, carpenters, riggers, painters, &c. &c. to be found in the United States; who, by constant employment, acquire a degree of experience in their respective departments, not to be looked for where operations are less extensive.

But it is truly surprising, to those unacquainted with our circumstances and facilities, that so great a proportion, of the two or three hundred steam boats upon our western waters, should have been constructed in and about the city of Pittsburg; and still more wonderful, that engines and boilers should be sent from Pittsburg to the Atlantic cities, to the northern lakes and to most of the points on our western waters, where the *wood work* of Boats is occasionally constructed; and that agents should be actually despatched from the *Savannah*, the *Allemahaw*, the *Appalachicola* and other streams in the South, to have Steam Boats built in this neighbourhood, and sent by the Ohio, the Mississippi, and the gulf of Mexico, to their place of destination. And why is it so? Because they can be thus procured, though at a distance of thousands of miles, both *cheaper* and *better in quality*, than in any other part of the world.

Now this may be counted by some a very small matter; but when we see this voluntary tribute paid by the intelligent population of such distant regions, to the superior skill and cheapness of our manufactures, it speaks volumes in our praise; and speaks, too, in language which the whole United States must soon understand, as I will endeavour more fully to demonstrate in some future epistle. I shall even now be enabled the better to make you comprehend the reason of my speaking of Pittsburg in connexion with this neighbourhood; for in fact the \$70,000 worth of *keel boats* mentioned in my last, though constructed and launched in Beaver County, are most of them purchased by Pittsburgers, and not unfrequently built by their express orders, and sent to their city to receive their finish. And as it respects the *new Steam Boats*, which hail from that city, a very considerable number of them are in fact built and launched here, but sent there to receive their enginery, cabin work, painting, rigging, &c., For instance—Mr. Phillips, of Freedom, two miles from the mouth of Beaver, will have constructed within the present year, no less than seven or eight *Steam Boats*, worth in his hands from forty to fifty thousand dollars and when completed not less than one hundred thousand dollars—and these are all sent to Pittsburg to be finished—for sale, freight, or charter.

Another important idea this moment occurs to my mind; it is this—to establish and carry on Cotton factories, Woollen factories, &c. requires an immense expenditure for buildings, for machinery, for stock, &c. whilst the whole outfit of a *Boat yard*, costs but a few hundred dollars; hence the great safety, and exemption from risk by fire, expense of insurance, and interest on heavy investments. If, therefore, we may hazard a conjecture upon the subject, there is no branch of mechanical industry, of equal magnitude, in our country, which pays so great a profit upon the capital invested; and from present appearances, there is no danger of the business declining, but on the other hand, it must unavoidably increase manifold.

But for the sake of variety, permit me to say, I have just heard, that what I predicted some seven years ago, respecting the ploughing of our western prairies by *locomotive engines*, instead of eight, and ten cattle teams, is already verified—that engines have been constructed in Pittsburg and sent on, for that particular object, and there remains but little doubt of entire success. This opens a new era in the department of agriculture; and now, while I think of it—though you may be at a loss to discover a very intimate connexion of subjects—I will mention—by way of showing the various shifts to which *yankee ingenuity* and *wooden enterprise* are sometimes put, in the *back woods*, as you good city folks describe our *whereabouts*—that, a very few weeks after the first twenty-four miles of our Beaver Canal was completed, an adventure of some hundred and twenty or thirty tons of *hay*, was started from the neighbourhood of Newcastle, for the New Orleans market, a distance of two thousand miles *inland*! It cost about four dollars a ton, and sold for about

forty dollars! Several thousand bushels of *potatoes* were soon sent from Beaver County, from seven hundred to two thousand miles down the Ohio and Mississippi, and sold for about one dollar and a half per bushel, having cost but about thirty cents from the farmer. And it is now almost three years, since I was informed, that not less than eight hundred tons of Cheese had been shipped in a single season from the mouth of Beaver, although that was before the completion of our canal. I was at the same time informed, that there are single townships in Ohio, not a hundred miles from us, and directly on the line of our *Mahoning canal*, which townships, though but five or six miles square, can turn out annually, two hundred tons of Cheese!—Now in the midst of such a country, with such inhabitants, such enterprise, such resources and facilities, what *can we not do*—indeed, what *shall we not do*, that is honorable and fair, among our fellow citizens? I cannot stay to answer you at this time.

Yours, &c.

LETTER No. 5.

Dear Sir:—I closed my last letter by asking the question,—what shall we not do, &c.? which I had not time to answer. I will devote *this* to answering *that* question, and asking *another*.

We shall not be long behind any other town west of the Alleghany mountains, for the variety, quality and extent of our manufactures, (Pittsburg excepted.) We shall not long hear the inquiry, where is Brighton?—Where is Fallston? Where are the Falls of Beaver?—Where is Beaver county, Pennsylvania? Or where shall we most advantageously invest a few hundred, or a few thousand dollars in town lots, or other real estate, with a prospect of realizing from one hundred to one thousand per cent. in three or four years? Or where is the best water power west of the mountains? Is it a fact that the water power is vastly cheaper than steam power? Or, do you think the Mahoning Canal, the Sandy and Beaver Canal, and the Erie Canal will be ever completed; and if ever completed, will the stock be good?

Again—since the recent visits, of some of your eagle-eyed, jealous, and decisive New York neighbours to our place, I shall not be much surprised, if, after all that has been done and said, by a few of your enlightened citizens, your board of Trade, and your capitalists, towards the construction of the Mahoning Canal, to connect the great state improvements of Pennsylvania and Ohio—the money loving, but tardy, and over cautious citizens of Philadelphia, should allow the golden moments to pass, until every thing worth possessing, at the Falls of Beaver, and along the line of the Mahoning Canal shall have been secured by New York capital, and till New York capitalists shall have entrenched themselves, within the very centre of our western granaries, and say to the people of Pennsylvania, we have had our Little Falls upon the Mohawk, our Rochester upon the Genessee, our Massillon upon the Cayahoga, and we now have the Falls of Beaver, from which, and to which, we shall soon have every desirable facility, through every point of the compass. We will make it our great western distributing office, for flour, &c. &c. &c. We have long had the *Lock*, but we have now secured the *magic Key*, which alone secures our treasures. Let Pennsylvania no more boast of being the *Key State*, since she has allowed this *last*, this *most important Lock*, to be to *her* hermetically sealed by *capital from Gotham*. I say again, we shall not be surprised, if, before you and your rich neighbours of brotherly love, shall have made up your minds to take the key of western Pennsylvania, into your own hands, when offered to you, others should step in, and the doors be closed against you.

Now you may think me too importunate, if not impertinent, upon this subject:—but judge as you will, I

honestly believe every word I say, when I tell you, *now* is the time. It would be folly for me to pretend that I am altogether a disinterested patriot in this matter, because it is known that I am an acting agent, for the purchase and sale of very considerable quantities of town, and other property in the vicinity of Beaver Falls and the Mahoning Canal; for all of which I am proud to acknowledge, there is beginning to be an urgent demand. But having recently spent a few weeks in the large cities and towns of New York, and of her States, I am not altogether ignorant of the recent, and *contemplated speculations* in certain parts of the U. States. This, together with my former intimate acquaintance with the rise and progress of some other cities and towns of the Union, must be my apology for speaking with confidence, and with such degree of earnestness as I think befitting the occasion; for no harvest lasts all the year.

I shall be in your city from the 5th till the 17th of October, and if you or your friends, wish to know more upon the subjects of which I have treated in my late, and present, hurried communications, I shall be happy to wait on them; and with that view shall come prepared, as agent, for many of my neighbours, with plots and descriptions, of all that is most desirable, for commercial, manufacturing, and other objects, at and about the Falls and mouth of Beaver River.

For the information of mechanics and others, who are now turning their attention towards us, permit me to say, in addition to what you have so well said, in your Post, respecting the probability of finding employment in the neighborhood of Pittsburg and Beaver—that rents are very reasonable in the villages about the Beaver—say one-fourth as much as in Philadelphia—for every species of material employed in building, is cheap, and generally abundant. Provisions, though much higher than when I first settled here, are still comparatively low, if we look to the prices in your city; and fuel so low, as scarcely to be named among other expenses, that is, by myself, after having lived many years in New York and Philadelphia. Wood, at our doors, is \$1 25 cts. a cord; coal from \$4 50 to \$6 00 the hundred bushels. Veal, mutton, beef, pork, &c. from 3 to 5 cts. per lb.; butter, from 9 to 12½ cts.; flour \$4 50 per barrel; potatoes, usually 25 cts. per bushel; turnips, 18½; chickens, 18½ to 25 cts. a pair; eggs, 6½ cts. a dozen. Large village lots may yet be had—say 40 to 60 feet front, by 150 to 200 feet deep, for prices, varying, according to the streets and locations, from \$40 to \$300 each; and out lots of from 1 to 10 acres, within a mile or two of the town, from 30 to \$100 per acre, and farms in various parts of the county, unimproved, at 2 to \$10. I am interested, as agent, in the sale of about two hundred farms, in this county, varying from one hundred to three hundred acres each, many of them have improvements, of twenty to a hundred acres, with dwellings, barns, orchards, &c.; prices, from 7 to \$20 per acre. The terms of sale are various, from cash in hand, to one half, one third, one fourth, or one fifth in hand, and the balance in annual payments, from one to five years, usually with interest.

Furniture for houses, such as cabinet ware, chairs, iron, tin, copper, brass, glass, &c. &c. are about as cheap here, as in Philadelphia; but facilities for moving by the Pennsylvania Canals and Rail road are such that sooner than sacrifice much by a hurried sale, it would be better for emigrants to bring with them their most essential articles, as it probably will not cost more than fifty dollars for a common family, with beds and other portable articles, sufficient for a commencement, to reach the mouth of Beaver, by Canal and Rail road to Pittsburg, and by steam boats to Beaver, of which we have three regular daily lines.

Yours, respectfully, till I see you in Philadelphia,
MARCUS T. C. GOULD,
New Brighton, Sept. 28, 1835.

To S. C. ATKINSON, Esq.,
Philadelphia.

We invite attention to the following proceedings in New York.

ERIE CANAL AND ERIE RAIL ROAD.

At the meeting of the Board of Assistants on Tuesday evening, Mr. Van Schaik said, it was well known that other States were making great efforts for the improvement of Canals—Canada also was making great strides—Boston was exerting herself to build a rail road to Albany: all these efforts ought to urge us on to make similar exertions. It was unnecessary to say any thing in relation to the rail road between Albany and New York, at present; but he deemed it of great importance that this work should also go forward. As to the canal, he thought it was by far the most important work, and he hoped no efforts or expense would be spared in making it the largest size of breadth and depth. The citizens of Boston had recently had a meeting at which the most enterprising spirit prevailed; and there was a vigor of action that promised much. [Here Mr. Van Schaik read parts of the proceedings of the meeting, and the report, at Boston.] He wished them success, and he never would place any thing in their way, but he would make every effort that the advantages this city enjoyed should not be taken away from her. After some further remarks, Mr. Van Schaik submitted the following resolutions:

Resolved, If the Board of Aldermen concur, that his honor the Mayor be requested to transmit to the Canal Board through the Comptroller of the State, copies of the following resolutions:

Whereas the prosperity of this city is derived exclusively from its advantageous position as a great commercial mart, forming by its proximity to the Ocean, its navigable river running far into the land, and by the Erie Canal the most important link in the chain which connects our coasting and foreign trade with the growing commerce of the Lakes—

And, Whereas the most persevering and sagacious efforts are continually made under the impulse of the enlightened councils of neighboring States to divert from the City of New York the advantages resulting from her intimate and ready intercourse with the fertile and productive regions of the *West*. And since it has become manifest that our maritime and commercial superiority so far as they depend upon our inland trade, can be best preserved by decisive measures founded upon an enlarged and liberal policy—and as the facility and cheapness of the transportation of passengers and merchandize is the great point to be gained, and upon which the ultimate direction of the largest portion of the trade of the Lakes must depend—

And, Whereas the line of Rail Road from Boston to Albany is intended to divert a portion of our trade to Boston:

Therefore be it resolved, That this Common Council regard with unqualified approbation, the design of the Act of the Legislature of May 11, 1835, authorising the enlargement and improvement of the Erie Canal, and the doubling of its locks, the final determination upon which, and in relation to its dimensions, is left to the judgment and discretion of the Canal Board.

Resolved, That the said enlargement should be projected upon a scale, which shall only be restricted in its extent by the ability to combine in the construction of Canal Boats the greatest amount of transportation, with the greatest facility and despatch of business.

Resolved, That unless there are strong objections to the employment on the Canal of the largest size of boats, arising out of the increased difficulty of their traction, the Common Council recommend that the Canal be enlarged to 80 feet in width of water at the surface, and 8 feet in depth, so as to carry Boats of about 120 tons burthen; and in relation to a measure so vital-

ly important, the consideration of the amount of money the improvement may cost should not be entertained, since if the Canal is enlarged to the extent proposed, vessels will be built competent to the navigation of the Hudson, and which will discharge their cargoes in this port and harbor, without incurring the expense and loss of time consequent upon unlading and transshipping their cargoes between Buffalo and New York.

Resolved, That copies of the following resolutions be transmitted to those gentlemen who shall belong to the next Legislature from the first Senatorial district.

Whereas the Mayor, Aldermen, and Commonalty of the city of New York have not the right expressly given to them by their Charter or by Law, to loan money to incorporated Companies or to purchase their stock, but as it is expected that the constituted authorities of this commercial emporium shall be vigilant in promoting the public interests, and shall afford such encouragement to great designs, having for their object the development of trade and industry, as may be consistent with their duties and the limited nature of their powers. And as the construction of a Rail Road from New York direct to Lake Erie is a measure which when completed will, together with the Erie Canal, insure the absolute superiority of this city against all competitors—therefore be it

Resolved, That this Common Council do regard the proposed New York and Erie Rail road as an undertaking of the highest importance to the prosperity of this city and district, as well as to the sections of the state through which it is intended to pass, and they therefore respectfully request the representatives of the people in the next Legislature, from the 1st District, to use all their influence in promoting the completion of that work, either by inducing the State to become the proprietors thereof, or to loan to the Company the credit of the State to such reasonable amount, as the said Company may be able to insure the ultimate payment by the most satisfactory security.

Laid on the table and ordered to be printed.

DISCOVERY OF A BED OF THE CARBONATE OF LIME.

The "Crawford Messenger," published at Meadville, Pennsylvania, has the following notice:

About eleven miles northwest of this place, (3 or 4 miles north of Brightstown, in this county,) an inexhaustible bed of *carbonate of lime*, in a clayey state, (*calcareous marl*,) has been discovered. The clay, when burned after the usual manner, produces very good white lime; from the specimen we have seen we would say the *very best lime*. It has been found that at this one place, it covers an extent of one hundred acres, which is prairie land covered with turf to the depth of one foot, under which the marl is found, and although it has been to the depth of nine feet, yet no sign of other kind of earth was discovered. Apart from the general uses to which lime is applied, we are sensible that the discovery will effect a new era in the agriculture of this section of country, and will, when its uses as a fertilizing manure become extensively known and applied, enhance the value of our lands two-fold. We hope this discovery will excite such a spirit of inquiry and research as will result in the disclosure of beds of lime in every part of the country; and that persons may be disposed to seek for it from an acquaintance with its nature and uses, and be able to distinguish it from other earths; we shall in some future number devote a column in explanation of its chemical properties, probable localities, and value as a manure. We have no idea that it is confined to any particular spot, but from many circumstances, are firmly of the opinion that it will be found near the surface in almost every section of the county.

From the Commercial Herald.

PENNSYLVANIA HOTEL.

A ground plan and drawing in perspective of the new hotel to be erected on the site of the old Walnut Street prison, is now to be seen at the Exchange. The building was designed, and the plan, &c. drawn by our distinguished architect, Wm. Strickland, Esq., and it is on a scale worthy of the city to which it will be an ornament.

A site more favorable for such a splendid hotel could scarce be found in any city in the United States, and the architect has lost none of the advantages which two such extensive and beautiful fronts as those facing Independence and Washington Squares give.

We are glad to perceive that those who propose erecting this spacious hotel, have not omitted to provide accommodations for family lodgers, a large number of parlours with bed rooms adjoining, occupying the third and fourth stories.

The dimensions of the building are as follows, viz:—Front on Walnut Street, 180 feet; on 6th St. 423 feet; height 5 stories. The basement story is to be occupied by shops and stores—there being 5 fronting on Walnut and 24 fronting on 6th Street, besides a large stage office and an oyster cellar.

The principal story—1 coffee room, 3 suites of bath rooms, 26 parlours, 1 dining room, 56 by 108 feet; kitchen beneath, same size—1 bar room, 1 barber's shop, 2 baggage rooms, 1 reading room, 1 private dining room, 1 ladies' do., 1 ladies' drawing room, 2 rooms for servants, and some others.

Third story—22 parlours, 58 bed rooms, 1 suite ladies' bathing rooms.

Fourth and fifth stories—22 parlours, 66 bed rooms each, and 12 rooms for servants.

Total—29 stores, 82 parlours, 200 bed rooms, 25 rooms of other descriptions—in all 336 rooms.

From the United States Gazette.

LARGE PUMPKIN.

There is a pumpkin at the exchange house of Mr. Axon, in South Third street, opposite the Exchange, which measures six feet ten inches in circumference, and weighs *one hundred and fifty-seven pounds*. It was raised in Bucks county, and may claim to be the largest in the state, we believe. On looking closely at the shell of this mastodon of esculents, we were led to believe that it is what is sometimes called a French squash, differing in some particulars from the New England pumpkin, though both, we believe, belong to the genus *cucurbita*, and both, we know, are

"Great in a pudding, glorious in a pie."

PRESENTMENT.

The Grand Jurors inquiring for the United States in the Eastern District of Pennsylvania

Represent

That notwithstanding the extent of Territory constituting this Judicial District, the great amount of its population—its business in agriculture, manufactures and commerce, so abundantly contributing to the general wealth—the immense value of private property and the large public interests embraced within its jurisdiction, there has not been provided, during a period of forty-six years, since the organization of the government, a building for the special and proper accommodation of its courts and officers. This deficiency has been the frequent and just cause of complaint by our

fellow citizens, and it has moreover, in this formal manner, been many times presented, in the hope that it might attract the notice of those in whom resides the power to apply a remedy. Hitherto, however, no measures have been adopted to afford the relief so manifestly needed.

Fully sensible of the importance of this subject, the undersigned most cordially recommend, that a lot of ground be procured in a convenient part of the city of Philadelphia, and that an edifice be erected thereon, which shall afford ample halls for the transaction of the business of the county, with offices for the Judges, the District Attorney, the Marshall and the Clerk, the apartments for all of whom shall be so constructed that the accumulated and invaluable records of the Court, and the documents and papers appertaining to the respective duties of each of these offices may be safely kept, and effectually protected from loss by fire—to which disaster they are now continually in danger. The present moment, when the United States is happily free from debt, and when the surplus revenue of this year will probably amount to fifteen millions of dollars, would seem to be propitious for the accomplishment of this long delayed work.

In conclusion, the Grand Inquest respectfully asks of the Judges of the Circuit Court, should it not be considered beyond the sphere of their official duty, to bring this interesting subject to the early notice of the Executive branch of the government, in such manner as they may deem most conducive to the desired result.

Roberts Vaux, Foreman,	J. S. Waln,
James Rogers,	John Moss,
Thomas Roney,	William Craig,
Joseph Worrell,	T. Morris,
Lawrence Lewis,	Thos. Richards,
Jos. R. Evans,	T. M. Bryan,
Thos. D. Grover,	Jos. Gorgas,
Henry Lentz,	Wm. G. Alexander,
F. Stoeve,	Sansom Perot,
	T. B. Freeman.

Philada. Oct. 26th, 1835.

From the Village Record.

READING AND PHILADELPHIA RAIL ROAD.

As the following extract contains some account of the Reading and Philadelphia Rail Road; we take the liberty of copying it from a private letter.

POTTSTOWN, Pa. October 17, 1835.

Having some leisure, I will endeavour to give you a brief sketch of this place, Rail road, &c. Of it, you are at liberty to make what use you may think proper; but have no idea of its being of any more value than serving to fill up my letter.

This village is prettily situated in a handsome, undulating country, near the banks of the Schuylkill; has every facility by canal, and rail road now being constructed, to become a flourishing inland town, were it not for the want of energy and enterprise, manifested so strongly by the people of this vicinity as to be apparent to the most casual observer. They appear to be unaware of the advantages which nature and the ingenuity of man has thrown around them, or at least, do not appreciate, nor more than half employ the poorest they have in their possession. If they were employed, Pottstown would soon become a place noted for facilities for doing business—be made a general depot for the produce of the many forges, furnaces and other iron works in this and adjoining counties, as well as a place of deposit for flour and the produce of the farms of the neighborhood. There are a few fine large mills in this vicinity; but a number of superior water powers

on the tributary streams of the Schuylkill are employed.

If your little city-like borough, with its schools, academies, churches and numerous public institutions for mental and intellectual improvement, was possessed of similar advantages, it would immediately begin to rear its head even higher than it now does—make a noise abroad, and would soon, I think, stand second best to no inland town in the state. The scenery in this valley and entirely around the village, is picturesque, and agreeable to the eye; but the soil is thin, light, and sandy, composed principally of crumbled particles of red shell rock. The land in comparison of your Brandywine or Chester county valley land is poor in the extreme.

The traveller, in passing along down the valley will meet with many bold, handsome dashes of scenery, and many that will cause him involuntarily to exclaim, how grand and how beautiful; but no where will he meet with so many points of fine scenery combined as there is in the vicinity of this village. The forest hills at this time, decked out in their golden, purple and scarlet liveries so peculiar to the American autumn, present a most gorgeous appearance.

Many of the streams that empty into the river near here, still retain those ancient sonorous sounding names that the aborigines of our country applied to them, and of which that nation was so fond. For instance, the Monocascy, the Molattin, the Manatawney, the Antietatum, &c.

The minerals of this vicinity are all of the greywacke order, and shell, greywacke, slate, green stone and hornstone are the only variety that abounds here, and they in abundance.

The Philadelphia and Reading rail road located finally from the latter place as far down the river as Norristown, passes very prettily along one of the back streets of this town. This rail way when finished will be one of the handsomest structures, as well as most permanent and complete roads in the state. Care is taken at every step that no work be done in a hurried or loose manner, (too much the case with several lately completed) but that every thing be *well done* and with as much speed as is consistent to make good. Upwards of 20 bridges will be made on the road, principally on the lattice plan; over the Manatawney creek that empties into the river at this place, there will be constructed a bridge of 1071 feet in length; on the line below there will be several more, but none so large until near Phoenixville, where there will be thrown across the Schuylkill a stone bridge of solid masonry, to consist of four arches of 72 feet span each. The bridge will terminate on the Chester county side of the river, just at the commencement of a tunnel through what is called the black rock, about one and a half miles from Phoenixville. In travelling over the road when finished, the passengers will pass over the river at a considerable height—from off a stupendous stone bridge, and immediately enter an extensive tunnel. The top of the tunnel will be 122 feet below the surface of the ground, and the grade of the road 17 feet below, making it 139 feet from the grade of the road, to the surface of the ground. The river at that place takes a circuitous route, passing completely round the base of the hill, so that after crossing it on a bridge, and passing through a long dark tunnel of 2043 feet in extent, the road on emerging, is again on the banks of the Schuylkill, along the western side of which it continues, with slight variations, so as to avoid all possible curves, until it arrives opposite Norristown, where it for the present terminates.

Respectfully yours,

W.

OHIO TOBACCO TRADE.

Last week we stated that a shipment of 3 to 400 hhds. of Ohio Tobacco, was about being made from this port.

We had reference to the cargo of the barque Charlotte, which vessel cleared on Monday last for Bremen, having on board 371 hhds of Ohio Tobacco, shipped by Messrs. Riddle, Forsyth & Atterbury for sundry accounts. For some months past, we have observed with pleasure the unwearied efforts of that house to make Philadelphia a market for this staple of Ohio. The accomplishment of this object would secure to this city, a portion at least, of a very valuable and increasing trade, heretofore almost exclusively engrossed by Baltimore; and, although they labored under serious disadvantages in the want of those facilities extended to this branch of trade in Baltimore and New York, they have, we learn, succeeded beyond their most sanguine expectations. They have not been established ten months in this city, yet, within that period of time, they have effected sales of upwards of 1000 hhds. of this article, at rates which compare advantageously with those of Baltimore. This is an important result, when it is known that the whole of the previous sales in this city, of Tobacco received direct from Ohio, did not amount to 300 hogsheads. Two cargoes have already been shipped from Philadelphia to Bremen, the only instances within our knowledge, of full cargoes of that article having been despatched from this port to Europe, direct from Ohio.

The operations of this house show conclusively, that by a combined effort this branch of trade may be permanently secured to our city, which must prove of immense value to our commercial interests. We have taken some pains to inform ourselves upon this subject, and learn that nothing more is required to carry into operation so desirable an object, than the erection of suitable inspection warehouses in some central part of the city, and a gradual reduction of the tolls on our canals, so that the transportation will not exceed those charged by other routes.

The store-houses of our Tobacco Inspector at present are located nearly two miles from those points on the Schuylkill and Delaware, where Tobacco is usually landed; in addition to which, these stores are unsuitable, and insufficient for any extension of the present trade. We learn from undoubted authority that a large holder of Ohio Tobacco residing in the west, when contemplating a trial of this market after an examination of the Inspection Warehouse, determined to leave the experiment untried, if it became necessary that his Tobacco should go into a depository so unfit for the purpose; it being much more liable to injury from damp than Kentucky Tobacco. There are few subjects connected with the increasing trade of this city, deserving of a larger share of public attention than this, and it behoves our City Councils to move promptly in the matter. We would respectfully suggest to the Board of Trade, the propriety of taking such measures as may be requisite for carrying so desirable an object into effect.—*Com. List.*

Yesterday's Sentinel contains a paragraph boasting of potatoes, the largest of which weighed 3lbs. 5oz. and was raised by Mr. John Cress of this borough. The largest ever we saw was shown to us last week, raised by Mr. George Shryock of this borough, which weighed about 2 pounds; but the Roekville, Maryland, Free Press, mentions one which weighed 5 pounds.—*Gettysburg Compiler.*

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The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

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DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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PHILADELPHIA, NOVEMBER 7, 1835.

No. 409.

BINNEY'S EULOGY ON JOHN MARSHALL.

The Eulogy on the Life and Character of John Marshall, Chief Justice of the Supreme Court of the United States, delivered at the request of the Councils of Philadelphia, in the Musical Fund Hall, on the 25th of September, 1835,

BY THE HONOURABLE HORACE BINNEY.

Fellow Citizens,

The Providence of God is shown most beneficently to the world, in raising up from time to time, and in crowning with length of days, men of pre-eminent goodness and wisdom. Many of the undoubted blessings of life, which minister, and were designed to minister, to the elevation of man, tend, nevertheless, by developing the inferior qualities of his mixed nature, to impair the authority and to deaden the aspirations of his immortal spirit. The unnumbered contributions to the sum of physical enjoyment, which a bountiful Creator has spread around us, afford such a prodigal repast to the senses, that if man were not sometimes allured from the banquet by the example of wisdom, or driven from it by the voice of conscience or of inspiration, he would "decline so low from virtue" as to become incapable of discerning its beauty, or of rising to its delights. If there was not something within or without to remind him that these pleasures of sense were designed to alleviate the labours of virtue in her arduous career, and not to seduce her from it, it might raise the irreverent question, whether the frame of man was adequately devised to contend with the temptations which surround him. But the wisdom of the Creator is justified in all his works. It is a provision in the moral government of the world, to hold out constantly to mankind, both the example of virtue for imitation, and its precepts for obedience; and the moral constitution of man is never so depraved, as to be totally insensible to either. Sometimes the inducement to virtue is derived from the catastrophe which closes the career of vice, sometimes from that internal monitor, which, however oppressed by a load of crimes, has always sufficient remains of life to breathe its complaints into the hearts of the guilty. To the sensual it often comes in the pains and disgusts of satiety, and occasionally to the most hardened in the awakening denunciations of future responsibility. The good find it in the pleasures of beneficence, and the wise in the enjoyments of wisdom. It is addressed severally to each, and with endless variety corresponding to his personal case and condition. But it comes to all, and at all times, and with most persuasive influence, in the beautiful example of a long career of public and private virtue, of wisdom never surprised, of goodness never intermitted, of benignity, simplicity, and gentleness, finally ending in that hoary head which "is a crown of glory, if it be found in the way of righteousness." To this example all men, of all descriptions, pay voluntary, or involuntary homage. There is no one from whom the impress of the Deity is so wholly effaced, as to be insensible to its beauty. The very circumstance of its duration affects all hearts with the conviction, that it has the characters of that excellence

which is eternal, and it is thus sanctified while it still lives and is seen of men. When death has set his seal upon such an example, the universal voice proclaims it as one of the appointed sanctions of virtue, and if great public services are blended with it, communities of men come as with one heart, to pay it the tribute of their praise, and to pass it to succeeding generations, with the attestation of their personal recognition and regard.

It is such an example and such a motive, my fellow citizens, that have led the Councils of this city to commit to my hands the duty of expressing your admiration and gratitude for the illustrious virtues, talents, and services of JOHN MARSHALL. His last hours were numbered within your city. His unfading example here received its last finish. You were the first to mourn by the side of his venerable remains, after the spirit which enlightened him had gone to its reward; and you now claim to record your reverence for a name which after first coming to distinction in its native state, and then for a long course of years shedding lustre upon the whole country, has finally ceased to be mortal upon this spot.

If its defective commemoration by me, could mar the beauty of this example, I should shrink from it, as from a profanation; but it is the consolation of the humblest, as it ought to be of the most gifted, of his eulogists, that the case of this illustrious man is one, in which to give with simplicity, the record of his life, is to come nearest to a resemblance of the great original; and to attempt to go beyond it, is

————— with taper light
To seek the beauteous eye of Heaven to garnish.

JOHN MARSHALL was born at a place called Germantown, in Fauquier county, Virginia, on the 24th of September, 1755, eighty years ago this day. It was a little more than two months after the memorable defeat of Braddock had brought to the notice of the British empire, the name of George Washington, then a youth of twenty-three, whose courage and conduct in that disastrous surprise, were afterwards to be the grateful theme of his faithful historian and friend.

His grandfather, of the same name, was a native of Wales, who settled in Westmoreland county about the year 1730, where he married Elizabeth Markham, a native of England. Of four sons and five daughters of this marriage, Thomas, the father of the Chief Justice, was the oldest, and inherited the family estate called "Forest," consisting of a few hundred acres of poor land in Westmoreland. He removed from this county to Fauquier soon after he had attained manhood, and having intermarried with Mary Keith, by which he became connected with the Randolphs, he sat down upon a small farm at the place where John Marshall, his oldest son, was afterwards born. The great proprietor of the Northern Neck of Virginia, including Fauquier, was at that time Lord Fairfax, who gave to George Washington the appointment of Surveyor in the western part of his territory, and Washington employed Thomas Marshall in the same business. They had been near neighbours from birth, associates from boyhood, and were always friends.

Thomas Marshall was a man of extraordinary vigour

of mind, and of undaunted courage. When his associate and friend received the command of the American armies in the war of the Revolution, he left his estate and his large family, then or soon after comprising fifteen children, and embarked in the same cause. Filial respect and affection, have recorded of him, that he commanded the third Virginia Regiment upon the continental establishment, and performed with it the severe duty of the campaign of 1776. On the 26th of December in that year, he shared the peril as well as the glory of that enterprise, not surpassed in vigour or brilliancy by any thing in the Revolution in which the Hessian regiments at Trenton were surprised and captured, by troops who had passed the previous night in contending with the snow and hail and the driving ice of the Delaware. He was afterwards, on the 11th September, 1777, placed with his regiment on the right of the American army at Brandywine, and received the assault of the column led by Lord Cornwallis. — "Though attacked by much superior numbers, the regiment maintained its position without losing an inch of ground, until both its flanks were turned, its ammunition nearly expended, and more than one half of the officers and one third of the soldiers were killed or wounded. Colonel Marshall, whose horse had received two balls, then retired in good order to resume his position on the right of his division, but it had already retreated."* We may believe that from such a father, the son would derive the best preparation for a career that was to exemplify the virtues of fortitude, patriotism, and invincible constancy in the maintenance of what he deemed to be right.

After residing a few years at Germantown, the father removed with his family about thirty miles farther west, and settled in the midst of the mountains east of the Blue Ridge, at a place called "The Hollow," in a country thinly peopled and destitute of schools, but remarkable for the salubrity of its atmosphere, and the picturesque beauty of its mountain scenery. It was a place altogether admirable for the formation of a physical constitution, and for the development of its powers by athletic exercises and sports: and it was here that the son remained until his fourteenth year, laying the foundation of that vigorous health which attended him through life, and deriving from his father all the training in letters, which a then frontier county of Virginia, or the moderate resources of a farmer could afford. At the age of fourteen he was sent for instruction in Latin to a Clergyman named Campbell, who resided in Westmoreland, with whom he remained about a year, having for one of his fellow students James Monroe, afterwards President of the United States; he then returned to his father, who about that time removed to the place called Oak Hill, which still remains in the family. He here received for the term of another year, some further instruction in Latin from a Scotch gentleman named Thomson, who was the clergyman of the parish, and lived in his father's family; and this was the whole of the classical tuition he ever obtained. But his father, though he had not himself enjoyed the benefit of an early education, was devoted to the cultivation of his children, and sought by personal instruction to supply to them what he had not the means of deriving from seminaries of learning. He was a practical surveyor, adequately acquainted with the Mathematics and Astronomy, and familiarly conversant with History, Poetry, and general literature, of which he possessed most of the standard works in our language; and these were the means, which, under his fostering attention, seconded by extraordinary facility in his pupil, and by a sweetness of temper which was his characteristic from birth, completed all the education the son received. It is the praise and the evidence of the native powers of his mind, that by domestic instruction, and two years of grammatical and classical tuition obtained

from other sources, Mr. Marshall wrought out in after life, a comprehensive mass of learning both useful and elegant, which accomplished him for every station that he filled, and he filled the highest, of more than one description.

The war of the revolution is known to have been in preparation for some years before the first blow was struck. In all the colonies, the topics of controversy were familiar to the youth, and in none more than in Virginia. The most temperate spirits in the land, looked to arms as the inevitable recourse; and by their writings, their speeches, their daily and familiar conversation, spread the preparatory temper around them. It was the retired soldier of Mount Vernon, who in April 1769, thus wrote to his friend George Mason, who afterwards drafted the first constitution of Virginia: "At a time when our lordly masters in Great Britain will be satisfied with nothing less than a deprivation of American freedom, it seems highly necessary that something should be done to avert the stroke, and maintain the liberty which we have derived from our ancestors. But the manner of doing it, *to answer the purpose effectually*, is the point in question. That no man should scruple or hesitate a moment to use arms in defence of so valuable a blessing, is clearly my opinion."

This sentiment and others of the like strain, universally diffused, led to military training in many parts of the country. It was to furnish the only effectual answer to the purpose of oppression; and as the heart of John Marshall was from his birth riveted to the cause of freedom, he devoted himself from 1773; when he was in his eighteenth year, to acquire the elements of military knowledge in a volunteer corps, with a comparative disregard of the further pursuit of his civil education, and of the study of the law, which he had commenced.

The battle of Lexington, on the 19th of April, 1775, brought to a crisis the protracted efforts of the colonies, to obtain the blessings of political liberty by appeals to justice, and the principles of the British constitution.

At this date, Mr. Marshall resided in the paternal mansion of Oak Hill, and his first appearance after intelligence of the event, was as an officer of a militia company in Fauquier, which had been ordered to assemble about ten miles from his residence. A kinsman and cotemporary, who was an eye witness of this scene, has thus described it to me.

"It was in May, 1775. He was then a youth of nineteen. The muster field was some twenty miles distant from the Court house, and in a section of country peopled by tillers of the earth. Rumours of the occurrences near Boston, had circulated with the effect of alarm and agitation, but without the means of ascertaining the truth, for not a newspaper was printed nearer than Williamsburg, nor was one taken within the bounds of the militia company, though large. The Captain had called the company together, and was expected to attend, but did not. John Marshall had been appointed Lieutenant to it. His father had formerly commanded it. Soon after Lieutenant Marshall's appearance on the ground, those who knew him clustered about him to greet him, others from curiosity, and to hear the news.

"He proceeded to inform the company that the Captain would not be there, and that he had been appointed Lieutenant instead of a better;—that he had come to meet them as fellow soldiers, who were likely to be called on to defend their country, and their own right and liberties invaded by the British:—that there had been a battle at Lexington in Massachusetts, between the British and Americans, in which the Americans were victorious, but that more fighting was expected:—that soldiers were called for, and that it was time to brighten their fire-arms, and learn to use them in the field;—and that if they would fall into a single line, he would show them the new manual exercise,

* 1 Marsh. Life of Washington, 429.

for which purpose he had brought his gun,—bringing it up to his shoulder. The sergents put the men in line, and their fagelman presented himself in front to the right. His figure, says his venerable kinsman, I have now before me. He was about six feet high, straight and rather slender, of dark complexion—showing little if any rosy red, yet good health, the outline of the face nearly a circle, and within that, eyes dark to blackness, strong and penetrating, beaming with intelligence and good nature; an upright forehead, rather low, was terminated in a horizontal line by a mass of raven-black hair of unusual thickness and strength—the features of the face were in harmony with this outline, and the temples fully developed. The result of this combination was interesting and very agreeable.—The body and limbs indicated agility, rather than strength, in which, however, he was by no means deficient. He wore a purple or pale blue hunting-shirt, and trowsers of the same material fringed with white.—A round black hat, mounted with the bucks-tail for a cockade, crowned the figure and the man.

“He went through the manual exercise by word and motion deliberately pronounced and performed, in the presence of the company, before he required the men to imitate him; and then proceeded to exercise them, with the most perfect temper. Never did man possess a temper more happy, or if otherwise, more subdued or better disciplined.

“After a few lessons, the company were dismissed, and informed that if they wished to hear more about the war, and would form a circle around him, he would tell them what he understood about it. The circle was formed, and he addressed the company for something like an hour. I remember, for I was near him, that he spoke at the close of his speech of the Minute Battalion, about to be raised, and said he was going into it, and expected to be joined by many of his hearers. He then challenged an acquaintance to a game of quoits; and they closed the day with foot races, and other athletic exercises, at which there was no betting. He had walked ten miles to the muster field, and returned the same distance on foot to his father's house at Oak Hill, where he arrived a little after sunset.”

This is a portrait, my fellow citizens, to which in simplicity, gaiety of heart, and manliness of spirit, in every thing but the symbols of the youthful soldier, and one or two of those lineaments, which the hand of time, however gentle, changes and perhaps improves, he never lost his resemblance. All who knew him well, will recognize its truth to nature.

In the summer of 1775, he was appointed first Lieutenant of a company in that Minute Battalion, of which he had spoken,—was ordered in the autumn of that year to the defence of the inhabitants adjacent to Norfolk, then menaced by a predatory force under Lord Dunmore, the Royal Governor of the colony; and on the 9th of December he had a part in the gallant and successful action at the Great Bridge, where Lord Dunmore attempted to arrest their further progress to Norfolk, but was compelled by defeat to take refuge in his vessels, and to leave the inhabitants the succor which had been sent them. Thus, at an age when the law regarded him as still in a state of pupillage to be defended by others, he was facing the fire of the enemy in the defence of his country.

In July, 1776, he was commissioned a Lieutenant in the 11th Virginia Regiment in the continental service, with which he marched to the northward; where in May, 1775, he was appointed a Captain; and from this time till February, 1781, with the exception of a part of the year 1779–80, he was constantly at the post of danger, and had before the age of twenty-six, given one third of his life either to preparations for duty, or to the full and effective services of a patriot soldier.

The principal events of his military life, have a peculiar interest for you, my fellow citizens, since the

protection or the rescue of this city from the grasp of the enemy, was connected with most of them. His regiment belonged to the brigade of General Woodford which formed part of the American right at the Battle of Brandywine, in front of which was placed the third regiment, commanded by his gallant father.

On the fourth of October following, he was in the battle of Germantown, and in that part of the American army, which after attacking the light infantry posted in front of the British right wing, and driving it from its ground, was detained, while pursuing the flying enemy, by the fire of the 40th British regiment in Chew's house.

He was one of that body of men, never surpassed in the history of the world, who, unpaid, unclothed, unfed, tracked the snows of Valley Forge with the blood of their footsteps in the rigorous winter of 1778, and yet turned not their faces from their country in resentment, nor from their enemies in fear.

He was again in battle at Monmouth on the 28th June, 1778, upon the retreat of the British army from this city to New York; and thus in the course of less than a year, he was three times in battle under the immortal father of his country, and twice, in the fields of Brandywine and Monmouth, with the heroic La Fayette. Washington—La Fayette—Marshall—what names are now more sacred to the lovers of constitutional freedom throughout this land! Brandywine—Germantown—Monmouth,—What battles could have equalled the disaster of these, if their rolls had returned such names among the dead?

On the night of the 15th June, 1779, he was in the covering party at the assault of Stony Point; and was subsequently an officer of the detachment ordered by Lord Sterling to cover the retreat of Major Lee, after his brilliant surprise, and capture of the British garrison at Powles' Hook, on the night of the 18th August. He continued on the Hudson until the close of that year, when not being in that part of the Virginia line which was ordered to South Carolina, and the enlistment of the rest of the Virginia troops having expired, he returned to his native state, and until October, 1780, prosecuted the study, and took a license for the practice of the law.

In October, 1780, when the man who was the only stain upon the fidelity of the American army, invaded the state of Virginia with a British force, Captain Marshall again joined the army under the command of Baron Steuben, and on the 10th of January, 1781, was with it near Hoods, when the British troops, on their retiring to Portsmouth, sustained, in an ambuscade by the Americans, the only loss which on their part attended that incursion. Before the renewed invasion of Virginia in the spring of 1781, there being more officers than the state of the Virginia line required, he resigned his commission, and in the succeeding autumn commenced the business of his profession.

And now, my fellow citizens, if in the heat and conflict of political parties, it sometimes happens, as happens it does, that the principles and motives of the best among us, are calumniated by imputed disaffection to freedom, to republicanism, and to the good of the people, what more triumphant refutation of the slander, if it were uttered against John Marshall, than to hold up this brief sketch of the first twenty-five years of his life! A man of the people, deriving his existence from a cultivator of the earth: a stranger during youth to all the indulgences which nourish a sense of superiority to others, or deaden a sympathy with the humble:—imbibing his knowledge, his tastes, his morality, his estimate of mankind, from a brave and virtuous yeoman; and at the age of nineteen, seizing a sword from the armory of his country, and without the thirst of military glory or the love of command, carrying it for six years unsheathed, in the cause of equal rights!—Such a man, at the age of twenty-five, must have turned out his father's blood from his veins, and have dug up from the native soil of his heart, every seed and plant of his youth, or

he could have no choice but to live and to die a republican.

But a short time elapsed after Mr. Marshall's appearance at the bar of Virginia, before he attracted the notice of the public. His placidity, moderation and calmness, irresistibly won the esteem of men, and invited them to intercourse with him; his benevolent heart, and his serene, and at times joyous temper, made him the cherished companion of his friends;—his candor and integrity attracted the confidence of the bar,—and that extraordinary comprehension and grasp of mind, by which difficulties were seized and overcome without effort or parade, commanded the attention and respect of the Courts of Justice. This is the traditional account of the first professional years of John Marshall. He accordingly rose rapidly to distinction, and to a distinction which nobody envied, because he seemed neither to wish it, nor to be conscious of it himself.

He was chosen a representative to the Legislature; and then a member of the Executive Council, in the course of the year 1782, but after his marriage in January, 1783, with Mary Willis Ambler, a daughter of Jacqueline Ambler, of York, in Virginia, he was desirous of leaving public life, that he might devote himself more closely to his profession, and to that domestic felicity which was promised by his union with a lady who for nearly fifty years enjoyed his unceasing affection and tenderness, and whom he describes in his will as a Sainted Spirit that had fled from the sufferings of life. He accordingly, in the year 1784, resigned his seat in the Executive Council; but although he was an inhabitant of Richmond, his friends in Fauquier, who had known and loved him from his birth, and took a most natural pride in connecting his rising name with their county, spontaneously elected him to the Legislature; and in the year 1787, he was chosen a representative to the same body for the city of Richmond.

A day had now approached, when questions of momentous national concern were to display more extensively the powers of this eminent man, and to give to the whole American people an interest in his services and fame.

Whoever speaks of the confederation under which these States achieved their separation from Great Britain, may safely do it in the language, and with the feelings of the Historian of Washington. "Like many other human institutions, he says, "it was productive neither in war nor in peace, of all the benefits which its sanguine advocates had expected. Had peace been made before any agreement for a permanent union was formed, it is far from being improbable, that the different parts might have fallen asunder, and a dismemberment have taken place. If the confederation really preserved the idea of union, until the good sense of the nation adopted a more efficient system, this service alone entitles that instrument to the respectful recollection of the American people, and its framers to their gratitude."*

With this just testimonial to a merit sufficient of itself to consecrate it in the affections of the country, it must at the same time be conceded, that the confederation was no more than the limited representatives of other governments, and not a government itself. It was a league of Sovereigns, but not a Sovereign, nor had its mandates the sanctions, nor consequently the efficacy of a supreme law. With power to contract debts, and to pledge the public faith for their payment, it had no power to levy taxes, or to impose duties for the redemption of the pledge. It was competent to declare war, but not to raise armies to carry it on. It was authorized to receive Ambassadors and to make treaties, but not to regulate commerce, their most frequent and most salutary object. It stipulated for the free and equal trade and intercourse of the citizens of all the

states, but was without judicial authority to decide upon the violation of the compact, or to declare the nullity of the violating law. It was in fine the organ of communication between the states, and with foreign powers, and was entrusted in certain cases to declare their respective relations, and to assess the proportions in which the members of the confederacy were to discharge their common duty, but it could effectuate nothing, until the separate consent and act of the states had supplied it with the means. Every case of non-compliance with the requisitions of Congress, and they were frequent and fearful, was consequently either a case of rupture and dissolution of the union, or of general paralysis. When the excitement of war had subsided, and a diversity of local interest had produced the inevitable birth of opposing wishes and opinions, "a government depending upon thirteen distinct sovereignties for the preservation of the public faith, could not be rescued from ignominy and contempt, but by finding those sovereignties administered by men exempt from the passions incident to human nature."*

The years of peace which immediately ensued this glorious war, attested but too faithfully the entire inefficiency of this system, for the maintenance of the character as well as of the interests of the American people. The debts of the nation were unpaid, even to "that illustrious and patriotic band of fellow citizens, whose blood and whose bravery had defended the liberties of their country."† The men whom we now seek for in every nook and corner of this extended land, to clothe them with the mantle of unsparring bounty, in gratitude for the smallest contribution of military service, are the survivors of those, who, having borne the burden of the whole war, were then suffered to perish in their rags for want of justice. Some of the stipulations of the treaty of peace with Great Britain, were confessedly violated by us; through the inability of Congress to enforce their performance by the states; and the nation from whom we had wrung our freedom, in a struggle not more illustrated by courage, than by that virtue which justified the appeal "to the Supreme Judge of the world for the rectitude of our intentions," could cite our defaults in peace, as the cause and excuse of her own. Public credit was annihilated:—Private engagements were disregarded:—State laws, instead of correcting the evil, in many instances increased it, by relaxing the administration of Justice; and the fruit of the whole, was the prodigious birth of parties, in whose conflict the common mother that bore them, was threatened with dishonor and death.

These parties, in both of which there were many who looked with agony upon the state of the country, and at the crisis, which the unremedied mischiefs of the time must soon have brought on, were, in all that regards our national union, discriminated by a broad and never to be forgotten distinction. On the one side, regarding the people as one, by their common sufferings, triumphs and interests, and dreading the catastrophe which they feared was at hand, they laboured to unite them in an indissoluble union, under one Federal head, having supreme power to regulate and govern the general concerns of the whole. On the other, regarding the states with partial affection, and jealous of every measure which tended to deprive them of any portion of the ultimate control, they magnified the danger, and desisted the uses, and resisted the grant, of efficient powers, even to the confederation.

It is known on which side of this great question was the immortal father of his country. "I do not conceive," he said in the year 1786, "that we can exist long as a nation, without lodging somewhere a power which will pervade the whole union in as energetic a manner, as the authority of the state governments extends over the

*1 Marsh. Life of Washington, 429.

*2 Marsh. Life of Washington, 75.

† Address of Congress to the States,

several states." Being called upon to use his personal influence, to bring to order a body of insurgents, whom the disordered state of the times permitted to grow into flagrant rebellion against the laws, he replied, "I know not where that influence is to be found, nor, if attainable, that it would be a proper remedy for these disorders. *Influence is not Government.* Let us have a government by which our lives, liberties and properties, will be secured, or let us know the worst at once." On the same side, then and ever after, was John Marshall; and when the extremity of public distress had wrung from twelve of the states their consent to a convention for the revision of the Federal System, and that body had submitted for the approbation of the people of the several states the present Constitution, he was a delegate to the convention of Virginia, which met on the second of June, 1788, to take it into consideration:

Virginia was divided with remarkable equality in regard to this instrument, for which there is now among us a profession of universal admiration; and she sent the flower of her people to the convention at which it was to be considered. Intelligence, talents, patriotism, and undoubted integrity of purpose, did not distinguish the parties in that body from each other; but they were irreconcilably opposed in opinion, and respectively assailed and defended the fundamental principles of the constitution with the ardour of equal conviction. The fire of Patrick Henry kindled in many of his hearers the most vivid apprehensions for the fate of the states, and of freedom itself, under the influence of a constitution, in the first words of which, "We the people," he saw the portent of consolidation, and in the title and office of President, "the likeness of a kingly crown." He alarmed them by the declaration, that by the power of taxation, by that of raising an army, and by their control over the militia, Congress would have the sword in one hand and the purse in the other, "and that unless a miracle in human affairs interposed," the nation could not retain its liberty; that the treaty making power would place the territory and commerce of the states in the hands of the President and two-thirds of a quorum of the Senate; and that by its power to make all laws which should be necessary and proper to carry its express powers into effect, "the government would operate like an ambuscade, and would destroy the state governments, and swallow the liberties of the people, without giving them previous notice." Other delegates of great name and influence, the Masons and the Graysons, men at that time and afterwards most dear to Virginia, assisted to rivet these fears upon the public mind, by every variety of argument drawn from almost every provision in the Constitution, those especially to which there must be immediate resort, in the very first steps of its administration.

Of the delegates who resisted these assaults, there were two whom subsequent events have distinguished from the rest by their long continued and elevated career. James Madison, who had been a distinguished member of the convention which formed the constitution, and had afterwards devoted his consummate powers with Hamilton and Jay, to the explanation and defence of the whole instrument,—this now most venerable and venerated man, the beautiful evening of whose illustrious life, is, to the delight of a grateful people, still unspent,—gave to it again the full vigor of his philosophical mind, and the copious resources of his mature and disciplined wisdom; and by his side stood the man we are assembled to honour, who turning from what was incidental or subordinate to the more important topics of debate, and shedding upon them the light of an intellect, in whose rays nothing was obscure, dispelled the shadows which had been thrown around them, and in sustaining the Constitution, unconsciously prepared for his own glory, the imperishable connection which his name now has with its principles. Fortunately for him, as for us all, the convention of Vir-

ginia adopted the Constitution; but the small majority of ten by which it was carried, and this brief notice of the objections to it, may show that the seeds of party division were sown, before the formation of the present union, and that if the spirit of the confederation was not likely to misinterpret the administration of the Constitution, it was as little likely to regard it with favor.

The sentiments of Mr. Marshall upon the best general structure of government, declared in this memorable convention, were those in which he afterwards lived and died. He was the friend of a government of sufficient strength to protect those rights in whose behalf government is instituted; but he was also, and therefore, the friend of the people, and of the principle of representation, by which rulers are kept in harmony with the people; and he gave his cordial preference to the scheme of regulated liberty, proposed in the Constitution, over every other form of government upon earth. In his first reply to Mr. Henry, he said, "I conceive that the object of the discussion now before us is whether democracy or despotism be most eligible. Those who framed the system submitted to our investigation, and those who now support it, intend the establishment and security of the former. The supporters of the Constitution claim the title of being firm friends of liberty and the rights of mankind. They consider it the best means of protecting liberty. We, sir, idolize democracy. Those who oppose it, have bestowed eulogiums on monarchy. We prefer this system to any monarchy, because we are convinced that it has a greater tendency to secure our liberty, and promote our happiness. We admire it, because we think it a well regulated democracy." "The honourable gentlemen said, that a government should depend upon the affections of the people. It must be so. It is the best support it can have." "We are threatened with the loss of our liberties by the possible abuse of power, notwithstanding the maxim that those who give may take away. It is the people that give power and can take it back. What shall restrain them? They are the masters who gave it, and of whom their servants hold it." "The worthy member has concluded his observations by many eulogiums on the British Constitution. It matters not to us, whether it be a wise one or not. I think that, for America at least, the government on your table, is very much superior to it. I ask you, if your house of representatives would be better than this, if the hundredth part of the people were to elect a majority of them? If your Senators were for life, would they be more agreeable to you? If your President were not accountable to you for his conduct—if it were a constitutional maxim that he could do no wrong,—would you be safer than you are now? If you can answer *yes* to these questions, then adopt the British constitution. If not, then, good as that government may be, this is better."

It was the admirable temper in which these remarks were made, and the spirit of sincerity and personal conviction which breathed in them, that drew from Patrick Henry, his short but comprehensive eulogium. "I have the highest respect and veneration for the honourable gentleman. I have experienced his candour upon all occasions."

We are now, fellow citizens, at the distance of nearly half a century from the first movements of the government established by the Constitution thus adopted, and it is not possible to give an intelligible narrative of the life of John Marshall, without a glance at them during the administration of the first President. The principal actors in them have passed away. Their conflicts of opinion,—their struggles for personal triumph, or for public favour,—have ceased to divide or to excite us, while the memory of their talents and of their devotion to the public welfare, is perpetually coming up to us with fresh and renewed fragrance, as our senses take in the scene of universal happiness which has crowned their labours. In referring to that day, it is our duty

and delight, not only to remember this, but especially that we are speaking of one, whose heart was a fountain of good will to all, and who in the sharpest encounters of party, was a stranger to every feeling that embitters or degrades it. No man of truth or candour ever imputed to him a motive that was false to his country. His venerable form would almost rise to the rebuke of one, who should endeavour to heighten his praise by imputing such a motive to those who were his political opponents.

The friends of the Constitution, with whom the name of John Marshall will ever stand among the first and most illustrious, were classed before and after its adoption, under the title of federalists, from their preference and support of the federal union, which it was designed to create. During the administrations which ensued, the apprehension of its alleged tendency to overthrow the states, and to destroy American liberty, as it had not been entertained by them at any time, did not induce them to adopt a jealous construction of its powers. They acted upon the principle, that it was their duty to give this instrument a fair interpretation, and fairly to exercise its powers in furtherance of its declared design, "to form a more perfect union, establish justice, insure domestic tranquillity, provide for the common defence, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity." As the sovereign people of the states had substituted the Constitution for the confederation, they believed that it consisted as little with their engagement of fidelity, as with the general welfare, to make it a confederation in effect, either by the rules by which it was expounded, or by the spirit in which it was administered. They regarded the states as strong by the ten thousand bonds of property and local association, and by the great basis of internal power which had been reserved to them by the people. The union they considered as destined to contempt and speedy extinction, unless the powers given to it should be used in the spirit of the gift, to make it in its own sphere, what the states were in theirs. It was a time, however, when to practise upon these principles, now almost universally professed, was to encounter the fears and honest prejudices of a large portion of the people, to a greater degree than we may at present be aware of. The people had been reared at the bosom of their respective states, with little experience of any but domestic authority, except that which was really foreign, and at the same time hostile; and they were not unsusceptible of alarm from preparations for a government which in some aspects appeared to be external, though it was truly and essentially an emanation from themselves. The system was untried. What it certainly would be, was not known. What it might prove to be, was sincerely feared. The exercise of power under political constitutions of very different character, being in many instances discriminated in degree, rather than in kind, its application in the mildest form becoming despotic if pressed to an extreme, it was not difficult in the obscure light of our just dawning government, to raise to an excited imagination a phantom of terrific threatenings from the first acts of power, however mild and benign.

In this state of the public mind, the first office under the Constitution was held by Washington, to whom, if to any man upon earth, universal confidence was due, for the qualities material to the prosperous issue of the new government. Nevertheless, his incomparable moderation, his self-abandonment upon all occasions, in furtherance of the public zeal, his repeated rejection of power, trust and emolument, his known reluctance to accept the station, even at the unanimous call of his country, none of these could relieve his administration from the fears which the Constitution had engendered.

The funding of the debts of the union, and the assumption of the state debts contracted in the war—a

proposed duty upon distilled spirits—the establishment of a national bank—an increase of the army to protect the western frontier from Indian aggression—and an enlargement of the duties on impost and tonnage, with a view to a permanent provision for the discharge of the public debt, instead of leaving it to annual appropriations, were the principal transactions which marked the first official term of the first President of the union; and we may ponder them as constituting an instructive chapter in the history of the human mind, when acts like these could before the year 1793, organize this nation into parties, who continued their struggle till the authors of this legislature ceased as a party to exist, and the fear of their prevailing policy ceased to exist with them.

It can excite no surprise in those who are familiar with that day, that in the intermediate period, between the proclamation of neutrality in 1793, and the ratification of the British treaty in 1795, and endeavour to provide an armament of six frigates for naval protection, had to contend with the same apprehension of federal power; and that it was necessary to palliate this first effort towards the foundation of our immortal navy, with a clause which suspended further proceedings, if peace should take place with the regency of Algiers. It should allay the bitterness of parties that are, and are to come, to cast their eyes back to the still visible distance of our first administrations, and to see how little of that which once divided the country, now remains to discriminate us.

No state in the union took an earlier or more decided lead upon the questions supposed to affect the power of the states, than Virginia. Her talents, her love of liberty, her love of fame,

— the spur that the clear spirit doth raise,
(That last infirmity of noble mind.)

continued to make her voice earnest, clear, and determined, in asserting the dangers of the federal administration, as it had been, in opposing the Constitution. At the first meeting of the state legislature after it had been adopted, the political sentiments of that body were such as to send the opponents of the Constitution to the Senate of the United States, in exclusion of Mr. Madison; and they adopted by a majority of two to one, resolutions enjoining Congress to call a convention, for proposing amendments to it, to the effect, if successful, of throwing again open the whole subject of union.

Of this legislative body, Mr. Marshall was a member, representing the city of Richmond, as he continued to do until the spring of 1791.

He had attained a high professional reputation, offering every thing that great learning, extraordinary vigour of mind, and the purest integrity, can place within the reach of an eminent lawyer. He was a favorite with the people of Virginia; and in a professional career, undisturbed by political connexion, there was nothing to obstruct his progress to universal regard and preference. But although no man, from the gentleness of his nature and the perfect balance of his mind and affections, could be freer from party excitement than he was, the success of the new government was near to his heart. He had laboured strenuously to endue it with the powers it possessed. He had studied its principles, with as little disturbance from passion or prejudice as our nature permits, and thoroughly approved them. He was moreover devotedly, and by hereditary regard attached to the man, to whom the people had confided the exalted trust of administering the Constitution, knew and appreciated his wisdom, his moderation, the equipoise of his passions, his exemption from the stain of selfish ambition, his fear of God, and his love of country. The united influence of these causes, together with the urgent instances of his friends, compelled him at the outset of the government to disregard personal inconvenience, in coming to its support, and accordingly for

successive years, on the theatre of his native state, where the sincerest admiration of Washington, did not prevent, not scarcely mitigate the freest strictures upon his administration; Mr. Marshall gave the full powers of his intellect to the explanation and defence of its measures.

He was perhaps the fittest of his contemporaries for the performance of this office. It was impossible to charge his life with a reproach. If a measure was condemned for its tendency to produce corruption, from whom could its defence come with more effect, than from one who was known to be incorruptible? If it was assailed for perniciously increasing the lustre or the influence of office, who could confront the charge with more grace, than one whose simplicity rejected all the artifices by which weakness is disguised, or strength made more imposing to the prejudices of men? If it was denounced as a dangerous excess of power, whose denial could be more accredited, than that of a lover and defender of freedom from his youth, and one who in his intercourse with the world, disclaimed the distinction and authority even of his own talents? And above all, if the objection challenged the act as an usurpation upon the Constitution, who was there then, and who has there been since, that could surpass, or in all respects equal him, in touching the springs by which the inmost sense of the instrument is unlocked, and displayed to view? The application of his powers in this cause, was an admirable exercise for himself, enlarging and fortifying his mind for the great duties he was destined to perform. It preserved the warmth of his heart, and the genial flow of his affections towards his country, and its institutions, and if success and conviction did not follow his exertions, they did not inflame opposition nor provoke resentments. His manner of debating then and ever after in representative bodies, was as grave as truth and reason could make it. He trusted to these alone for effect. He resorted to none of those arts of oratory which so often disturb their influence; and if he failed to win over his opponents, he did not alienate their respect and good will.

He declined a re-election in 1792, and from this time until 1795, continued in the practice of his profession.

In the last of these years the country was agitated to a degree transcending all former experience, by the ratification of the treaty with Great Britain. Scarcely any public measure which in the sequel has done so much good and so little injury to the nation, has been in the outset the occasion of more general and intense dissatisfaction. While the Constitution was in the hands of the people for rejection or adoption, the power by treaty to regulate our relations with the world, and to affect the commerce of the country with the obligatory force of a supreme law, without the intervention of Congress, was an undisputed construction of its language, and was regarded in some of the conventions, as one of its most dangerous provisions. In the excitement occasioned by the treaty with Great Britain, this construction was rejected. The authority of Congress to regulate commerce, was inferred to be exclusive from the general grant of the power to that department, or to imply a final control over a treaty having this aspect; and even the pledge of the public faith for the execution of a treaty, was asserted to be incomplete, while Congress withheld the appropriations which it made necessary. We may perceive in our existing relations with a foreign government, how remarkably the opinions of the people upon this point, have in the course of forty years converged to unanimity! The question was then new and of infinite moment. It was the first great occasion for discussing the limits of the treaty making power; for, it was the first treaty upon which a large portion of the people, with whom the representative branch was likely to sympathize, had differed from the executive: and it was a crisis moreover in which war with England, or discord equivalent to

war with France, was the apparent alternative of a decision either way.

It was at this time that Mr. Marshall again held a seat in the Legislature of Virginia, to which the sagacity of his friends had elected him against his consent. The Senators of Virginia had refused to concur in the ratification of the treaty. An opinion of great influence was afterwards expressed in that state, impeaching the treaty as one in "which the rights, the interest, the honour and the faith of the nation were grossly sacrificed." It was here of course that the constitutional defect as well as every other objection that could encourage the House of Representatives to defeat the treaty by refusing the appropriations, was urged with all the ardour of excited feelings, and with the energy of sincere belief. But upon a question of constitutional law, no feelings and no conviction that were not in harmony with the truth could resist the powers of John Marshall. The memory of the surviving witnesses of his memorable effort upon that occasion, is believed to be the only record of it which exists. It is remembered as an admirable display of the finest powers of reasoning, accompanied with an exhibition of the fullest knowledge and comprehension of the history and scope of the Constitution, and of the public interests affected by the treaty and its effect will forever be seen in the resolution which the house adopted. It did not touch the constitutional objection in any of its forms, nor directly question the expediency of the treaty; but it expressed the highest sense of the integrity, patriotism and wisdom of the President of the United States, and declared that in approving the votes of the senators of that state relative to the treaty, the assembly did in no wise mean to censure the motives which influenced him to the ratification.

This period of the life of Chief Justice Marshall, taken in connection with that which preceded, and contemplated in reference to what finally proved to be his great duty, and the crown of his public services, cannot be regarded without emotion, by any one who acknowledges a providence in the affairs of men.

The day was to come, and was not distant, when laws enacted by the representatives of a free and sovereign people, were to be submitted to a comparison with the Constitution of the nation, and to stand or fall by the decrees of a court destitute of the smallest portion of political power, and having no independent authority but that of reason. The passions of the people, the interests of the states, and the power of both were to be controlled and overruled in this name; or if it should be despised and rejected, the only bond of the union that would remain, was to be that which alone remains to nations after reason and law have departed from the earth.

The mind of man cannot conceive of a finer contrivance than the judicial power of the union to give regularity and harmony to a system, the parts of which acknowledge independent laws, and gravitate as it were towards different suns, while the whole move in one common orbit, and are bound to obey a central attraction for the maintenance of internal order, and of their relations to the external world. But the essence of this attraction is reason rather than force, and the great fountain which supplies it, is in this supreme and central court; and we might tremble to ask, where would the greater disturbances of the system look for their corrective, if the supply of this celestial influence should fail, if her bosom should cease to be the seat of the law, and her voice the harmony of the union.

For the first of the offices in this august court, what virtues then, what intellectual powers, what training could have more the cast of apparent destination, than those of this eminent man. To the eye of the world, his connection with the war, with the confederacy, with the adoption of the Constitution, with the conflicts of opinion it excited, and the contests which its first opera-

tions produced, may have appeared casual. His consent to serve in legislative assemblies was often reluctant and sometimes withheld. Office, power and public honours, he never sought. They sought him, and never found him prepared to welcome them, except as a sense of duty commanded. The last thing to which his eye was directed, was probably the office which he finally held. But we can now look back, and see with certainty that it was this very combination of patriot soldier, lawyer and statesman, and strenuous defender and expounder of the Constitution, united with his republican simplicity of manners, the amenity of his temper, and his total exemption from that stain by which the angels fell, that was filling the measure of his accomplishments for it, and preparing the whole country to acknowledge that no one could fill it so well.

After the argument upon the British treaty, which made him universally known, Mr. Marshall was regarded as belonging to the nation. The President offered to his acceptance the office of Attorney General of the United States, which he felt himself at liberty to decline. Upon the recall of Mr. Monroe from France in the year 1796, he was invited to take the appointment of minister to that nation, but he again declined. He continued in the Legislature of Virginia, and prosecuted his profession with assiduity and still increasing reputation. It was in this year, and at the bar of the Supreme Court of the United States, in this city, that he justified his professional fame by his argument in the great cause of the Virginia debate. In the following year when under peculiar circumstances it was deemed proper to make a last effort to avert hostilities with France by a special mission, his sense of patriotic duty overcame his reluctance, and he accepted the appointment offered to him, in conjunction with Gen. Pinckney and Mr. Gerry, by Mr. Adams then President of the United States.

No man in the nation was fitter for the office by firmness, by moderation, by true American spirit, extensive knowledge of political events and thorough competency to justify the course of Washington's administration towards France. It was at the same time a post of great difficulty and responsibility. From the first outbreaking of that revolution which he has described as "the admiration, the wonder, and the terror of the civilized world," the gratitude of this people for aid in the revolutionary war, and their sympathy with the cause of freedom, gave them the strongest interest in the establishment of a free government in France. They felt it universally, and they expressed it in every form that grateful hearts could suggest. The affection was deep, sincere and enthusiastic. The first excesses of the revolution did not arrest, nor to any great degree abate, the force of this generous current. They were attributed to the strength of the bondage by which the people of France had been chained to the earth, and which nothing but convulsions could shatter to pieces. But as from day to day they became more frightful in that career which was to cover France with blood and horror, many of her sincerest friends, more than doubted whether these were the lineaments of true liberty, and whether it was the duty of gratitude to admire and to praise them. Upon this point, and possibly because we were so upon others, we became a divided people; and when the declaration of war by France against Great Britain, made it her interest as it was her undisguised purpose to draw us into an alliance with her, it required all the firmness and personal influence of that immortal man, who was then at the head of our government, to hold our nation to the safe and middle path of neutrality. Our treaty with Great Britain, increased the division among ourselves, aggravated the complaints of France, and at length led to a scene of unparalleled outrage upon our property, our peace, and our independence. Pursuing that policy which from the outset marked her course towards those who either opposed or stood aloof from her, France openly attempted to sepa-

rate this people from those whom they had selected to administer their government. In November, 1796, the French minister to this country, in announcing to the Secretary of State by order of the directory, the suspension of his functions, concluded his letter by an inflammatory apostrophe to the American people, calling upon them to remember that this government had made a treaty of amity with the tyrant of the seas, who had declared a war of death to the French nation for having cemented with its blood the independence of the United States. "Let your government return to itself," was its concluding sentence, "and you will find in Frenchmen faithful friends and generous allies."

In the same spirit the Directory refused to receive General Pinckney, the minister appointed to succeed Mr. Monroe, and compelled him to leave the territories of the Republic; and its President, in his formal address at the audience of leave given to Mr. Monroe, declared that the audience would not "degrade herself by calculating the consequences of the condescendence of the American government to the suggestions of her former tyrants;" but the American minister was requested to assure the "good American people; that like them France adored Liberty. that they would always have her esteem, and that they would find in the French people that republican generosity, which knows how to grant peace, as it does to cause its sovereignty to be respected."

What, my fellow citizens, would be the effect of an appeal in the same spirit to the American people, at the present hour? What would be the response at this day, to such an invasion of American independence? One universal cry of disdain and defiance from the farthest extremity of Maine to the Gulf of Mexico. In party divisions still continuing, and never to cease, the inseparable attendant of all the free states that have ever existed, the mingled good and evil of the best governments that man has ever formed, we strive for the power to order and appoint our own house as we deem best; but the very struggle has bound us the more to our country, and would indignantly throw off from the contest the intrusion of aliens, as an imputation and stain upon our filial love.

It was at a special session of Congress, convened upon the receipt of the despatches of General Pinckney, that the President of the United States, on the 31st May, 1797, nominated that gentleman, together with Francis Dana, Chief Justice of the state of Massachusetts, and General John Marshall, to be Ministers to the French Republic. Mr. Gerry was subsequently nominated upon Mr. Dana's declining to accept the appointment. In the message to the Senate which made this nomination, the President stated, that in the then critical and singular circumstances, it was of great importance to engage the confidence of the great portions of the Union in the character of the persons employed, and the measures which ought to be adopted; and he had therefore thought it expedient to nominate persons of talents and integrity, long known and entrusted in the three great divisions of the Union; and in his message to the House of Representatives, with a spirit and fearlessness in the cause of his country, in which Mr. Adams was second to no man that ever lived, he said, "such attempts to separate the people from their government, to persuade them that they had different affection, principles and interests, from those of their fellow citizens whom they had themselves chosen to manage their common concerns, and thus to produce divisions fatal to our peace, ought to be repelled with a decision which should convince France and the world, that we were not a degraded people, humiliated under a colonial spirit of fear, and sense of inferiority, fitted to be the miserable instruments of foreign influence, and regardless of honor, character and interest." Immortal sentiments, worthy of a founder of the republic, and worthy to unite with the blood of her own citizens, in cementing her independence!

It was reserved for such a revolution as that of France, to add the page to history which records the course and termination of this celebrated mission. The ministers were surrounded in Paris by the apparatus of a revolutionary power, the terrors of which were only alleviated by comparison with some of its preceding forms. They were unaccredited, unrespected, unprotected; and were daily suffering in their persons both contumely and insult. They were assailed informally, but at the undoubted instigation of the minister of foreign affairs, with the flagitious demand of money for official use and distribution, as the conditional price of the liberty to negotiate for an adjustment of differences; and they were menaced, if they should refuse to pay the bribe, that party in their own country, would and should renounce them as corrupted by British influence to rupture the negotiation.

Nothing however could shake the constant minds of the American ministers. No unworthy fear could make them abate one jot or tittle of their whole duty, to their country. They silenced the panders to this infamous venality with the answer of "no, no, not a sixpence;" and though denied the privilege of a negotiation, they gained the whole merit, and perhaps more than the whole benefit of it, by forcing upon the minister of foreign affairs, before they received their passports, a defence of their country, and a bill of accusations against France, so full, so clear, so profound in its arguments, and withal so dignified and moderate in its tone, so truly and thoroughly American in its whole spirit, that it did not admit of refutation, nor of any limitation or qualification of praise.

The letters of the 17th January and 3d April, 1798, to Talleyrand the minister of Foreign relations, will reward perusal at all times as admirable specimens of diplomacy. They have always been attributed to the pen of Mr. Marshall. They bear internal marks of it. We have since become familiar with his simple and masculine style,—his direct, connected and demonstrative reasoning—the infrequency of his resort to illustrations, and the pertinency and truth of the few which he uses—the absence of all violent assertion—the impersonal form of his positions, and especially with the candour, as much the character of the man as of his writings, with which he allows to the opposing argument its fair strength, without attempting to elude it, or escape from it, by a subtlety. Every line that he has written, bears the stamp of sincerity; and if his arguments fail to produce conviction, they never raise a doubt, nor the shadow of a doubt, that they proceed from it.

The impression made by the despatches of the American ministers was immediate and extensive. Mr. Marshall arrived in New York on the 17th of June, 1798. His entrance into this city on the 19th, had the eclat of a triumph. The Military corps escorted him from Frankford to the city, where the citizens crowded his lodgings to testify their veneration and gratitude. Public addresses were made to him, breathing sentiments of the liveliest affection and respect. A public dinner was given to him by members of both houses of Congress "as an evidence of affection for his person, and of their grateful approbation of the patriotic firmness with which he sustained the dignity of his country, during his important mission;" and the country at large responded with one voice to the sentiments pronounced at this celebration, "Millions for defence, but not a cent for tribute."

Mr. Marshall immediately after this returned to Virginia, and renewed his professional practice with a determination to be no further connected with political life; and nothing perhaps would have shaken his purpose, but an appeal which no determination could resist. We are indebted for the fact to a memoir of the Chief Justice which claims to have derived it from an

authentic source.* General Washington, who had been appointed to the command of the armies raised by Congress for the expected hostilities with France, and who was afflicted by the spectacle of parties which still continued to cloud the country, invited Mr. Marshall to visit him at Mount Vernon. He there explained to him his views of the perilous crisis, pressed upon him with peculiar solemnity the duty which such men upon such occasions owe to their country in disregard of their private interests, and urged him to become a candidate for Congress. The more than sufficient motives for this request, were doubtless the commanding talents of Mr. Marshall, his familiarity with every branch of our foreign relations, the high reputation which he had acquired in the recent mission, and especially the rare union of gentleness and firmness for which he was universally known, and which made him as incapable of party excess, as he was of retreating before party opposition. But his reluctance was great, and he yielded it only to wishes, which upon a question of patriotic duty had the authority of law. He accordingly became a candidate, and was elected in the spring of 1799.

It was a rare fortune, and the highest possible praise, to be thought worthy of this solicitation by that extraordinary person, who was surpassed by no one in his judgment of men, or in his love of virtue or of country; and it was a striking vicissitude, which, as the first act of Mr. Marshall in the succeeding Congress, imposed upon him the afflictive duty of announcing on the 18th of December, the death of "the hero, the patriot, and the sage of America." Those who were present on the occasion, can never forget the suppressed voice, and deep emotion, with which he introduced the subject on the following day; or the thrill which pervaded the house at the concluding resolution, which ascribed to Washington the transcendent praise and merit of being "first in war, first in peace, and first in the hearts of his countrymen." The biography of Washington attributes to General Lee of Virginia the merit of this inimitable description, and modestly withholds the name of the member, whose introductory remarks were in all respects worthy of such a termination.

The house of representatives in which Mr. Marshall had a seat, was perhaps never exceeded, in the number of its accomplished debaters, or in the spirit with which they contended for the prize of public approbation. It was the last which convened in this city, and furnished a continual banquet to such as had the taste to relish the encounter of minds of the first order, stimulated to their highest efforts, and sustained by the mutual consciousness of patriotic motives. The course of this eminent man, as a member of it, was such as all impartial persons must review without a censure. His principles of government were fixed, his confidence in the administration was great; his apprehensions of public mischief from a radical change of its measures was sincere, and he neither deviated from the path which these sentiments prescribed, nor faltered in it. But there was that about him which defended him from the assaults of party, and raised him above its suspicions.—If he was a party man, he was so by position, and not from temper, or partial views. The homage which is paid to sincerity, even by those who do not practice it, was uniformly accorded to him; and the self-balanced mind which appeared in all he said and did, was an admitted proof that he drew from his own convictions, even that which went to sustain the efforts and to augment the resources of party.

In a certain description of cases, those of which the law or the Constitution formed the main part, he was confessedly the first man in the house. When he discussed them, he exhausted them; nothing more remained to be said, and the impression of his argument effaced that of every one else. Of this class, was the resolution

* National Gallery of Portraits, Part III.

of Mr. Livingston, impeaching an order of the executive, under a clause of the treaty with Great Britain, to surrender the person of Jonathan Robbins upon a charge of murder committed on board a British frigate. It was a question involving many of the greatest subjects that can be presented for debate, the construction of the treaty, the principles of the law of nations, the constitutional powers of the executive, and those also of the judicial department. Upon such topics, however dark to others, his mind could by its own clear light

— sit in the centre, and enjoy bright day.

The speech which he delivered upon this question is believed to be the only one that he ever revised, and it was worthy of the care. It has all the merits, and nearly all the weight of a judicial sentence. It is throughout inspired by the purest reason, and the most copious and accurate learning. It separates the executive from the judicial power by a line so distinct, and discrimination so wise, that all can perceive and approve it. It demonstrated that the surrender was an act of political power which belonged to the executive; and by excluding all such power from the grant of the Constitution to the judiciary, it prepared a pillow of repose for that department, where the success of the opposite argument would have planted thorns.

It has been said that his course in Congress was governed by his own convictions of right. No act of Congress during that administration was more thoroughly associated with party, than one of the previous session, commonly known, from its second section, by the name of the *Sedition Law*. He had not voted for it.— He was not in Congress at the time of its enactment; but he voted for the repeal of the obnoxious section.— Upon the introduction of a resolution to that effect, the journal of the house records his vote in the affirmative, while the names of all those with whom he generally concurred, are to be found on the other side.

There were measures of a different description which he promoted with the fondest zeal, and in conformity with the nearly universal wishes of the country.— His personal veneration for Washington was the fruit of long observation and intercourse. It heightened his sense of the immeasurable debt, which in common with all, he believed was due to the father of his country; and not satisfied with that cheap discharge of it, which is found in the cold apothegm, "that the best monument of a patriot and hero, is in the bosoms of his countrymen," he deemed it the sacred duty of Congress to erect one, which should represent to the senses the kindred image of the heart, and point the world and posterity, to all that was mortal of the founder of the republic. He submitted the resolution which invited the people to an universal commemoration of their grief for his death, on the anniversary of Washington's birth. He submitted that also which asked and obtained for the nation the precious deposit of his remains; and he reported the bill which passed the House of Representatives for erecting a Mausoleum in the city of Washington; but the Senate postponed it to the next session, and he had then ceased to be a representative in Congress.

His connection with the house of representatives was terminated by his appointment at the close of the session, as Secretary of War. He was soon after appointed Secretary of State, and continued in this office the remainder of the year. Although he held the latter office but a few months, the department contains the proof of his great abilities and patriotic spirit. It was his duty to correspond with the American Minister in England, upon the uninterrupted execution of the 6th article of the British treaty, in regard to compensation to British creditors, and upon the questions of contraband, blockade, and impressment, which threatened to destroy the peace of the two countries; and it is impossible to imagine a finer spirit, more fearless, more dignified, more conciliatory, or more true to his country,

than animates his instructions to Mr. King. Our relations with England were now supposed to be in danger from a pending negotiation with France, and thus in some respects the language which he held to France in 1798, became necessary towards England. It was adopted without hesitation. "The United States," he said, "do not hold themselves in any degree responsible to France or Great Britain for their negotiations with the one or the other of those powers, but they are ready to make amicable and reasonable explanations with either. The aggressions sometimes of one and sometimes of another belligerent power, have forced us to contemplate and prepare for war as a probable event. We have repelled, and we will continue to repel, injuries not doubtful in their nature, and hostilities not to be misunderstood. But this is a situation of necessity, and not of choice. It is one in which we are placed not by our own acts, but by the acts of others, and which we change as soon as the conduct of others will permit us to change it." This is the spirit, this is the temper, that gives dignity and security to peace, and carries into war the hearts of an united people! His despatch of the 20th September, 1800, is a noble specimen of the first order of state papers, and shows the most finished adaptation of parts for the station of an American Secretary of State.

I have now, my fellow citizens, defectively traced the life of this eminent man to the age of forty-five; and you have seen him from his youth upward, engaged in various stations and offices, tending successively to corroborate his health, to expand his affections, to develop his mind, to enrich it with the stores of legal science, to familiarize him with public affairs, and with the principles of the Constitution, and before little more than half had run out, producing from the materials supplied by a most bountiful nature, a consummate work, pre-eminently fitted for the Judicial Department of the Federal Government. To the first office of this department he was appointed on the 31st of January, 1801.

At the date of this appointment, the Constitution had been more frequently discussed in deliberative assemblies, than in the Supreme Court of the United States. Circumstances had not yet called for the intervention of that Court upon questions opening the whole scheme of the Constitution, and thereby determining the rules for its interpretation; nor had any thing of previous occurrence established the meaning of some of the most important provisions which restrain the powers of the states. The Constitution is undoubtedly clear in most of its clauses. In all its parts it is perhaps as free from doubt or obscurity, as the general language of a Constitution permits. But a Constitution has necessarily some complication in its structure, and language itself is not a finished work. The Constitution of the United States has been truly called an enumeration of powers, and not a definition of them. It cannot therefore surprise us, nor does it take from its merit, that the language of the Constitution required interpretation. It is true of the time when this appointment was made, that in many parts of the greatest difficulty and delicacy, it had not then received a judicial interpretation.

It was obvious moreover, at that time, that the rapidly augmenting transactions and legislation of the states, and their increasing numbers also, must within the compass of a few years, present cases of interference between the laws of the states and the Constitution, and bring up for discussion those embarrassing questions from which the earlier days of the Union had been exempted.

For the duty of leading the highest Court in the country in the adjudication of questions of such magnitude, as well as of controversies determinable by the laws of all the states, and by the code of public law, including a range of inquiries exceeding that of any other judicial tribunal that is known to us, was that illustrious person set apart; and when we now look back

upon the thirty-four years of unimpaired vigor that he gave to the work, the extent to which the Court has explained the Constitution, and sustained its supremacy, the principles of interpretation it has established for the decision of future controversy, and the confirmation it has given to all the blessings of life, by asserting and upholding the majesty of the law, we are lost in admiration of the man, and in gratitude to heaven for his beneficent life.

Rare indeed were the qualifications which he brought to the station, and which continued to be more and more developed the longer he held it.

He was endued by nature with a patience that was never surpassed;—patience to hear that which he knew already, that which he disapproved, that which questioned himself.—When he ceased to hear, it was not because his patience was exhausted, but because it ceased to be a virtue.

His carriage in the discharge of his judicial business, was faultless. Whether the argument was animated or dull, instructive or superficial, the regard of his expressive eye was an assurance that nothing that ought to affect the cause, was lost by inattention or indifference, and the courtesy of his general manner was only so far restrained on the Bench, as was necessary for the dignity of office, and for the suppression of familiarity.

His industry and powers of labour, when contemplated in connection with his social temper, show a facility that does not generally belong to parts of such strength. There remain behind him nearly thirty volumes of copiously reasoned decisions, greater in difficulty and labour, than probably have been made in any other court during the life of a single judge! yet he participated in them all, and in those of greatest difficulty, his pen has most frequently drawn up the judgment; and in the midst of his judicial duties, he composed and published in the year 1804, a copious biography of Washington, surpassing in authenticity and minute accuracy, any public history with which we are acquainted. He found time also to revise it, and to publish a second edition, separating the History of the American Colonies from the Biography, and to prepare with his own pen an edition of the latter for the use of schools. Every part of it is marked with the scrupulous veracity of a judicial exposition; and it shows moreover, how deeply the writer was imbued with that spirit which will live after all the compositions of men shall be forgotten,—the spirit of charity, which could indite a history of the Revolution and of parties, in which he was a conspicuous actor, without discolouring his pages with the slightest infusion of gall. It could not be written with more candour an hundred years hence. It has not been challenged for the want of it, but in a single instance, and that has been refuted by himself with irresistible force of argument, as well as with unexhausted benignity of temper.

To qualities such as these, he joined an immovable firmness befitting the office of presiding judge, in the highest tribunal of the country. It was not the result of excited feeling, and consequently never rose or fell with the emotions of the day. It was the constitution of his nature, and sprung from the composure of a mind undisturbed by doubt, and of a heart unsusceptible of fear. He thought not of the fleeting judgments and commentaries of men; and although he was not indifferent to their approbation, it was not the compass by which he was directed, nor the haven in which he looked for safety.

His learning was great, and his faculty of applying it of the very first order.

But it is not by these qualities that he is so much distinguished from the judges of his time. In learning and industry, in patience, firmness, and fidelity, he has had his equals. But there is no judge, living or dead, whose claims are disparaged by assigning the first place in the department of constitutional law to Chief Justice Marshall.

He looked through the Constitution with the glance of intuition. He had been with it at its creation, and had been in communion with it from that hour. As the fundamental law, instituted by the people, for the concerns of a rising nation, he revolted at the theory that seeks for possible meanings of its language; that will leave it the smallest possible power. Both his judgment and affections bound him to it as a government supreme in its delegated powers, and supreme in the authority to expound and enforce them, proceeding from the people, designed for their welfare, accountable to them, possessing their confidence, representing their sovereignty, and no more to be restrained in the spirit of jealousy, within less than the fair dimensions of its authority, than to be extended beyond them in the spirit of usurpation. These were his constitutional principles, and he interpreted the Constitution by their light. If it is said that they are the same which he held as a follower of Washington, a member of the legislature of Virginia, and of the Congress of the United States, when party divided the country, it is most true. He was sincere, constant and consistent from the beginning to the end of his life. If to others it appeared that his principles were meant for party, he knew that they were devoted to the whole people, and he received his earthly reward in their ultimate general adoption, as the only security of the union, and of the public welfare.

To these principles he joined the most admirable powers of reasoning. When he came to his high office, hardly any interpretation of the Constitution could be assumed as true by force of authority. The Constitution is not a subject upon which mere authority is likely at any time to sustain a judicial construction with general consent. Reason is the great authority upon constitutional questions, and the faculty of reasoning is the only instrument by which it can be exercised. In him it was perfect, and its work was perfect,—in simplicity, perspicuity, connection and strength. It is commonly as direct as possible, rarely resorting to analogy, and never making it the basis or principal support of the argument. Of all descriptions of reasoning, this when sound is most authoritative, and such therefore are the judgments upon the Constitution to which it has been applied.

This is not the place for a particular reference to these judgments. During the time that he has been upon the bench, the court have explored almost every question in regard to the Constitution that can assume a judicial form. The obligation of contracts, and that which constitutes its essence,—the restraint upon the issue of paper currency by the states—the authority of Congress to regulate trade, navigation, and intercourse among the states,—those principles and provisions in the Constitution which were intended to secure the rights of property in each of the states and their enjoyments by intercourse among them all,—have been investigated, and settled upon a basis not to be shaken so long as the law shall retain any portion of our regard.

If I were to select any in particular from the mass of its judgments, for the purpose of showing what we derive from the Constitution, and from the noble faculties which have been applied to its interpretation, it would be that in which the protection of chartered rights have been deduced from its provisions. The case of Dartmouth College is the bulwark of our incorporated institutions for public education, and of those chartered endowments for diffusive public charity, which are not only the ornaments but among the strongest defences of a nation. It raises them above the reach of party and occasional prejudice, and gives assurance to the hope, that the men who now live, may be associated with the men who are to live hereafter, by works consecrated to exalt and refine the people, and destined, if they endure, to unite successive gene-

rations by the elevating sentiment of high national character.

In a thousand ways the decisions of this court have given stability to the union, by showing its inseparable connection with the security and happiness of the people of the United States.

While we think with just affection, my fellow citizens, of that state at whose bosom we have been nurtured, whose soil contains the bones of our fathers, and is to receive our own, and reverence her for those institutions and laws, by which life is ennobled, and its enjoyments enlarged, far from us be that purblind vision, which can see nothing of our country beyond the narrow circle in which we stand. The union is our country. The government of the union is our own. It breathes our breath. Our blood flows in its veins. It is animated with the spirit and it speaks the voice of the whole people. We have made it the depository of a part of that liberty with which the valour of the revolution made us free; and we can never review the works of this illustrious tribunal, since Chief Justice Marshall has been at its head, without gratitude to heaven, that it is the guardian of that part, which alone could enable us in our separate communities to destroy the value of the rest.

What were the states before the union? The hope of their enemies, the fear of their friends, and arrested only by the Constitution, from becoming the shame of the world. To what will they return when the union shall be dissolved? To no better than from that which the Constitution saved them, and probably to much worse. They will return to it with vastly augmented power, and lust of domination, in some of the states, and irremediable disparity in others, leading to aggression, to war, and to conquest. They will return to it, not as strangers who have never been allied, but as brethren alienated, embittered, inflamed and irreconcilably hostile. In brief time their hands may be red with each others blood, and horror and shame together may then bury liberty in the same grave with the Constitution. The dissolution of the union will not remedy a single evil, and may cause ten thousand. It is the highest imprudence to threaten it,—it is madness to intend it. If the union we cannot endure, the dream of the revolution is over, and we must wake to the certainty that a truly free government is too good for mankind.

The decisions of the Supreme Court of the United States, have raised the renown of the country, not less than they have confirmed the Constitution. In all parts of the world, its judgments are spoken of with respect. Its adjudications of prize law, are a code for all future time. Upon commercial law it has brought us nearly to one system, befitting the probity and interests of a great commercial nation. Over its whole path, learning and intelligence and integrity have shed their combined lustre. But its chief glory does and ever will radiate from those records, in which it has explained, defended, and enforced the Constitution. These are a great national monument so complete, so ample, and so harmonious in its part, that if all preceding debates and commentaries upon the constitution were lost, the union would still have in the arguments of that court, sufficient to elucidate its principles and limits, and to explain nearly all that is doubtful in it.

The day of Chief Justice Marshall's appointment will ever be regarded as an epoch in the history of the Constitution. The rules of its interpretation were still to be settled, and the meaning of its doubtful clauses to be fixed, by that authority which under the Constitution is final, and some of them regarded nothing less than the action of states, and the government of a nation. To have erred, would have been to throw into disorder and convulsion the movements of the entire system. To have been suspected of incompetency,

would have been to strike out the department from the hearts of the people, and have left the union without a judiciary. What greater responsibility ever rested upon the judgments of a court? What greater triumph to human intellect and virtue, than effectually to accomplish so great a work? What nobler destiny than to be qualified and appointed for the service? What eulogy is equal to so great a name as that of the man, who gave the last sands of life to his eightieth year in completing so much of it, and in tracing the plan of all that is to be done hereafter? Let it not be supposed that I claim for him the exclusive merit. His modesty would reject it. Justice withholds it. He has had by his side men now resting from their labours like himself, and men still living to continue them, who have contributed by their talents and learning to all that has been done, and will ever be honoured for it by their country. But it is both their praise and his, that they have improved their own powers by the inspiration of his wisdom, and have been raised to their eminence, in part, by the attraction of his example. In him his country have seen that triple union of lawyer, statesman and patriot, which completes the frame of a great constitutional judge; and if we add to it "the heart of the wise man," inspired with the love of God, of country, and of mankind, and showing it in the walks of private life, as well as on the judgment seat, while we have that which the course of the world very rarely exhibits, we have no more than for the example of the world, has been bestowed upon our country.

When the venerable life of the Chief Justice was near its close, he was called in the 75th year of his age, to give his parting counsel to his native state in the revision of her Constitution. A spectacle of greater dignity than the Convention of Virginia in the year 1829, has been rarely exhibited. At its head was James Monroe, conducted to the chair by James Madison and John Marshall, and surrounded by the strength of Virginia, including many of the greatest names in the union. The questions to be agitated were of the last importance to the people of that state, and divided them, as they were never before divided in any period of their history. The basis of representation, and the tenure of judicial office, the former in by far the greater degree, were the occasion of fearful collisions in the convention, threatening to break up the body into irreconcilable parties, and to spread the flames of civil discord through the state. It cannot be doubted that the presence and wisdom of these venerable persons, assuaged the violence of the contest, and contributed to reduce the general temper of that tone of compromise and mutual concession in which the tranquillity of a diversified people can alone be found. The reverence manifested for Chief Justice Marshall was one of the most beautiful features of the scene. The gentleness of his temper, the purity of his motives, the sincerity of his convictions, and his wisdom, were confessed by all. This was indeed a homage worthy of his virtue, and of the eminent men who paid it. He stood in the centre of his native state, in his very home of fifty years, surrounded by men who had known him as long as they had known any thing, and there was no one to rise up, even to question his opinions, without a tribute to his personal excellence. He spoke upon both the great questions, with brevity, and with no less than his usual power, consistently maintaining opinions which he had cherished from the outset of his life; but he was the counsellor of peace, and in the spirit of religious charity, regarded with catholic good will those who differed from him. Upon one occasion he said—"after the warm language (to use the mildest phrase) which has been mingled with argument on both sides, I heard with inexpressible satisfaction, propositions for compromise proposed by both parties in the language of conciliation. I hailed these auspicious appearances with as much joy, as the inhabitant of the polar regions hails the re-appearance of the sun after his long absence of

six tedious months." This was the affection of his heart; but the spirit of his understanding still divided truth from error, by a line as bright and distinct, as in the clearest hour of his meridian day. It was particularly on the question of judicial tenure, the subject upon which he could speak after probably more personal reflection and observation than any man living, that he poured out his heartfelt convictions with an energy that belongs to nothing but truth. The proposed Constitution while it adopted for the judges of the Superior Courts the tenure of good behaviour, guarded by a clause against the construction which had in one instance prevailed, that the repeal of the law establishing the court, and by a mere majority should dissolve the tenure, and discharge the judge upon the world. In support of this clause which was proposed by himself, and of the general principle of judicial independence, he spoke with the fervour and almost with the authority of an apostle. "The argument of the gentleman," he said, goes to prove not only that there is no such thing as judicial independence, but that there ought to be no such thing:—that it is unwise and improvident to make the tenure of the judge's office to continue during good behaviour. I have grown old in the opinion that there is nothing more dear to Virginia, or ought to be more dear to her statesmen, and that the best interests of our country are secured by it. Advert, sir, to the duties of a judge. He has to pass between the government, and the man whom that government is prosecuting—between the most powerful individual in the community, and the poorest and most unpopular. It is of the last importance that in the performance of these duties, he should observe the utmost fairness. Need I press the necessity of this? Does not every man feel that his own personal security, and the security of his property, depends upon that fairness? The judicial department comes home in its effects to every man's fire side;—it passes on his property, his reputation, his life, his all. Is it not to the last degree important, that he should be rendered perfectly and completely independent, with nothing to controul him but God and his conscience. I acknowledge that in my judgment, the whole good which may grow out of this convention, be it what it may, will never compensate for the evil of changing the judicial tenure of office. I have always thought from my earliest youth till now that the greatest scourge an angry heaven ever inflicted upon an ungrateful and a sinning people, was an ignorant, a corrupt, or a dependent judiciary."

These sentiments are worthy of the profoundest consideration. They were the last legacy of his political wisdom, from an incorruptible patriot, and one of the wisest of men. Standing as it were on the verge of life, free from all mixtures and stain of selfish motive, having nothing to hope, nothing to fear from men, they are the parting testimony of his pure and disciplined reason. They are worthy of being written on the tables of the heart; and if elsewhere they may be disregarded in the spirit of change, or in the lust of experiment, let them animate us to preserve what we have, and to transmit it to our children.

Fellow Citizens, this admirable man, extraordinary in the powers of his mind, illustrious by his services, exalted by his public station, was one of the most warm hearted, unassuming, and excellent of men. His life, from youth to old age, was one unbroken harmony of mind, affections, principles, and manners. His kinsman says of him—"He had no frays in boyhood. He had no quarrels or outbreaks in manhood. He was the composer of strifes: He spoke ill of no man. He meddled not with their affairs. He viewed their worst deeds through the medium of charity. He had eight sisters and six brothers, with all of whom, from youth to age, his intercourse was marked by the utmost kindness and affection; and although his eminent talents,

high public character, and acknowledged usefulness could not fail to be a subject of pride and admiration to all of them, there is no one of his numerous relations, who has the happiness of a personal association with him, in whom his purity, simplicity, and affectionate benevolence, did not produce a deeper and more cherished impression, than all the achievements of his powerful intellect." Another of his intimate personal friends has said of him—"In private life he was upright and scrupulously just in all his transactions. His friendships were ardent, sincere and constant, his charity and benevolence unbounded. He was fond of society, and in the social circle, cheerful and unassuming. He participated freely in conversation, but from modesty rather followed than led. Magnanimous and forgiving, he never bore malice, of which illustrious instances might be given. A republican from feeling and judgment, he loved equality, abhorred all distinctions founded upon rank instead of merit, and had no preference for the rich over the poor. Religious from sentiment and reflection, he was a christian, believed in the gospel and practised its tenets." This is the unbought praise of deep affection and intimate knowledge. It finishes his character in all his relations. That with which a stranger was most struck in a first interview, was the charm of his most engaging simplicity. The reputation of his remarkable powers of mind was co-extensive with our country. Every one who approached him for the first time, was prepared to find something in the carriage of his person, the tones of his voice, or the strain of his conversation, which should distinguish him as much from men in general, as he was raised above them by his station and intellect. But although these were extremely attractive and highly suitable, they did not display his mind so much as the benignity of his heart. There was in his daily manners an unconsciousness of what he was, or how he was estimated, and a freedom of effort, affectation, and pretension, which makes the inscription he prepared for his monumental tablet, a perfect representation of the simplicity of him that lies beneath it. It records no more than his name and that of his deceased wife, with the date of his birth and marriage, and leaves a blank for the year and day of his death.

The world, my fellow citizens, has produced fewer instances of truly great judges, than it has of great men in almost every other department of civil life. A large portion of the ages that are past, have been altogether incapable of producing this excellence. It is the growth only of a government of laws, and of a political Constitution so free as to invite to the acquisition of the highest attainments, and to permit the exercise of the purest virtues, without exposure to degradation and contempt, under the frown of power. The virtues of a prince may partially correct the mischiefs of arbitrary rule, and we may see some rare examples of judicial merit, where the laws have had no sanction, and the government no foundation, but in the uncontrolled will of a despot; but a truly great judge belongs to an age of political liberty, and of public morality in which he is the representative of the abstract justice of the people in the administration of the law, and is rewarded for the highest achievement of duty, by proportionate admiration and reverence. Of all the constitutions of government known to man, none are so favourable to the development of judicial virtue, as those of America. None else confide to the judges the sacred deposit of the fundamental laws, and make them the exalted arbiters between the Constitution and those who have established it. None else give them so lofty a seat, or invite them to dwell so much above the impure air of the world, the tainted atmosphere of party and of passion. None else could have raised for the perpetual example of the country, and for the crown of undying praise, so truly great a judge as JOHN MARSHALL.

From the United States Gazette.

A VISIT TO THE NEW ALMS HOUSE.

The poet has somewhere observed,

"Distrustful sense with modest caution speaks;
It still looks *home*, and short excursions makes."

We would not designate by an appellation opposite in signification to "sense," the habit of visiting and describing things "far awa." We know well the pleasure which can be enjoyed in reading the impressions which those who travel, record from objects of grandeur or beauty that meet them in other lands, and we lose no opportunity of presenting to our readers descriptions of scenery and accounts of travels given by our countrymen abroad; meantime "seized and tied down," to the little circumference of our city and its environs, as we looked into the institutions within and around our city, would not be uninteresting to our readers, we took occasion some time since to describe the old alms house—that is as *we* describe—not the thickness of walls, nor the number of apartments, but the arrangements of its tenants and the *derangement* of their persons and minds. We made also our visit to the Walnut street prison, a subject for a few reflections, and we gave a description of the county prison in Moyamensing, a few weeks ago. Since that time we have, not *found*, but *taken* time to visit the

NEW ALMS HOUSE, ON THE SCHUYLKILL.

A short time since, we intimated to the President of the Board of Guardians of the poor, George W. Jones, Esq. a desire to visit the institution over which he presides, and he seized a time of leisure to himself to conduct us through the wards of the spacious buildings, and make us acquainted with the internal regulations of a place of which few who read this article have little understanding.

The alms house is situated near the western banks of the Schuylkill; the land gently slopes for several hundred yards from the main building to that beautiful stream, and on the opposite side are the Mariners' Asylum and the United States Arsenal.

The *alms house*, or rather houses, consist of four principal buildings, each about 600 feet in length, so situated as to form a "hollow square," the eastern house facing the Schuylkill being ornamented by a portico.

In the centre of this building, entering from the portico, elevated above the basement story, on the right, is the office for business, where the clerks and other officers have their desks; this room is large and suitably furnished.

On the left of the entrance is the room in which the board of guardians holds its sessions. It is neatly and appropriately furnished with chairs and desks for an orderly transaction of the important business devolving upon the board.

In the rear of this room is the eating hall of the officers of the house and the keeper's family. In this building reside the steward's family—the remainder is occupied as a men's alms house. The capacious arched cellars are used for store rooms, baking rooms, the butcher's shop, &c. The neatness which pervaded every part of the building, was truly admirable—worthy of the highest praise.

The western building is the "women's alms house." The northern part of the building is devoted to the accommodation of the lame, the halt, the blind, the idiotic, the convalescent, and the decayed females, classified with care, and, so far as we could observe, provided for with all the liberality that true economy would allow.

When we entered the room devoted to those who can yet occupy time by attempts at labor, we were forcibly struck with the different tempers of the occu-

pants. One to whom our friend addressed himself, in the kindest accents, with inquiries after her health, responded in a gruff, unpleasant tone, as full of dissatisfaction as if the place was a hotel and the person she answered an offending servant. "I am not well," said she—"cold and rheumatic—you said we should have a fire to-day, and here we are half frozen."

"There is fire in the furnace below," said the president of the board of managers, "and you will soon feel the benefit of it."

The temper of the old woman was by no means that of the inmates generally. They met the kindly inquiries of their *friend*, with thanks for *that* and for former offices of goodness.

A host of little blacks, whose attractions were not heightened by the sickness or deformities that made them inmates of the place, flocked around us, and showed that the interest expressed in their feelings was not new to them; they had shared in it before.

"You'll be giving us some coffee," said an old lady, whose accent betrayed her birth place, "won't you Mr. J.?"

"May be," said another, lifting her foot, "may be you'd give me a pair of shoes?"

"Can't I get permission to go out?"

Our companion referred them all "to the committee," whose business it was to dispose of such matters, and he did it in a tone which satisfied the petitioners that if it had rested with him, he would have granted every request.

Spirit of kindness, when driven from the busy scenes of life by the selfishness of speculation or the imaginary independence of wealth, may thy retreat ever be to the chambers of an alms house; there the crust of charity, doled by thy smile, becomes sweet, while it is soaked with the tear of gratitude; and even denial has a charm, if thy influence softens the disappointment.

The comfortable situation of a few very ancient females, arrested our attention. They were disposed of in the same large, airy apartment, and warmed by an arthraic fire from a pleasant grate. A little discrimination had separated these from others. *Better* days—we mean as we say—*better* days had given to their feelings a delicacy which *charity* had respected, and they were placed apart, not to enjoy better *food*, but better *feelings*.

Leaving *this* portion of the establishment, we were about to pass through a gate to another, when a female, aged and marked by infirmities, threw herself in front of our companion, to arrest his attention.

"Could I get permission to pass yonder gate?" said she, pointing towards the entrance to the south building.

What would you do there?

"My old man is lame, and they have brought him here to put him into the hospital. I would see him, and may be I might do a bit for him. I could wait upon him better than the others, at least he would like it better, and it would do me good to see him and serve him."

A proper direction was given to the applicant, and while search was being made for a key to pass to the other part of the building, we turned to look at the poor old woman, who was hobbling off with joy at the almost success which had attended her application. Neither age, nor disease, nor poverty, not even the *disgrace*, (why is it a disgrace?) of an alms house, had quenched the woman's affection. Her grey hairs had come in sorrow to the abode of helplessness, and, instead of ease and troops of friends attending on her age, she was condemned to eleemosynary fare; yet was not her attachment weakened. In competency, she might have complained, in health she might have reproached; but in poverty, she remembered only the husband of her youth, and even in sickness she would drag herself from her own couch, and the burthen of

all her petition was, to be permitted to assuage his pain.

The northern extremity of the western building is devoted to the uses of those who, in poverty and pain, add to the number of the poor; and all that can be done to lighten the sorrow which fur the first transgression was denounced, is there accomplished. The priestess of this portion of the temple remarked, that offerings at this season of the year were less frequent than in the winter.

The north Building is chiefly used as a house of employment. Beneath *this* is dug a large well, about 40 feet deep, over which is placed a steam engine, of 12 horse power, which propels the water to a reservoir near the top of the building, whence it is conveyed by pipes to all parts of the house. This engine also turns the lathes, and all the wheels, &c. in the various branches of manufactures which are carried on here. Different rooms are devoted to the various trades, tailoring, blacksmiths, shoemaking, weaving, dyeing, spinning, &c. &c.

In the eastern extremity of this building is the *Children's Asylum*. Here is a large number of small children, comfortably dressed, well fed, and carefully watched by matrons. A school room has been arranged upon the most improved plan, and they will have all the benefit of those children who attend infant schools in the city. These dormitories are admirably arranged, and a bath room is provided for their frequent visitation. These little folks, as we approached, suspended, for a moment, their colloquies, for it was a holy day—and acquainted our companion with their progress in the alphabet, and their projections of some new sport. He entered heartily into their little pleasures, and they seemed to consider it a matter of course that he should. We looked carefully at the little group, who seemed wholly unconscious of any thing in their situation differing from that of others of their own age; and we thought that if from them were to spring the great or the useful men of the coming generation, it would be partly owing to the kindness of tone, the gentleness of manner, the evident sympathy of feelings which they found in the man whom circumstances had placed over them as presiding over the governors of the house. A poet has said that nothing more awakens early associations, than the recognition of a pleasant fragrance. How pleasant then to the retrospections of your life are the smiles that warmed us in childhood—the gentle stroking of the head—the word, the task of encouragement—oh, these are the chains that connect us upward with the best of our race—the conductors that bring down to us through them, that electric spark that is struck in Heaven.

We have hastily referred to three of the principal buildings; before proceeding to the fourth, we ought to remark that the buildings cover and enclose an area of about *ten* acres. Along the centre of the ground—constituting the square within, is a series of buildings; one in the immediate centre is the wash house, a noble structure, on which is a steeple, a bell and an excellent clock, with four illuminated dials, like those in the State House. These serve to aid the nurses and attendants in giving, with regularity, the medicines prescribed for appointed hours during the night.

Another large building is the Store, whence are given out the clothing and comforts of the inmates—those of each building entering by a separate door, having no connection with the others—depositing their orders, receiving their goods, and leaving their orders as vouchers, with the store keeper.

Other buildings are appropriately used. Parts of this square are beautifully decorated by the gardener of the establishment, whose good taste and persevering industry have long been known. He has also decorated other portions of the land outside the building, in a manner highly creditable to him.

The South Building is denominated the Hospital.—

Here are conveyed all the sick, the wounded and the *deranged*, and after an examination by the physicians in attendance, they are carried to the department to which, by the nature of their complaints, they belong.

The cooking of this building is all done in one room, where ample provisions are made, and the heat is distributed through the whole, from furnaces beneath. We went through the wards of the sick; the patients seemed to be amply provided with every thing necessary to their comfort.

In this building is a commodious apothecary's shop and a laboratory. In the rear there is an excellent medical library, and in the same room the medical board hold their meetings.

A large room above is fitted up in an admirable style for surgical operations. In this room occasionally *three hundred* students witness the skill of the regular surgeons, and acquire that degree of knowledge so necessary to their profession, and for which they may vainly look in books. We believe that not even Paris furnishes a better practical school than this department of the Alms-house, and we are glad to know that the advantages which it affords are eagerly improved by the students of the medical schools in this city. This room is also used as a chapel on Sunday, and a pulpit is accordingly placed in a suitable position for the officiating clergymen.

The two extremities of this building are occupied by the lunatics, the males on the east, and the females on the west. We entered the lower easterly room, and had scarcely set our foot within the ward, when a man stepped boldly up to us, and demanded to be tried for murder, for any crime, rather than to be cooped up in his own house. "It is all mine," said he—"is it not the poor house?"—aye—and am I not poor? Then it is mine." And a gleam of delight shot across the poor lunatic's face, as he concluded his logical deduction.—In a longer room we found a very considerable number of these unfortunate beings, some amusing themselves with various games—some shuffling about the floor with their feet manacled, while others set apart in moody silence, as if half conscious of the irregularities of their room mates.

In a cell above, we saw a wretched lunatic gazing with vacant eyes upon the white walls before him, running his hand along the plastering as if to catch some object that appeared to elude his grasp. He followed the phantom eagerly, muttering the while, strange broken sentences—

"—They escape me—strange that he should walk when I saw him in his coffin—what could he get up for," and still he chased the phantom with wild extravagant action—at length his face was turned towards us. It was the manly well formed visage of one whom we knew well—much drinking had made him mad, and from a place of public trust he had become a tenant of a lunatic cell, in the public alms house. Hear that ye who think that each debauchery of your own is a peculiarity, that *your* case differs from that of others—that you may quit your revelries when you chose—leave the *beast* before you have served your time, as did the King of Babylon. Early death, derangement, or palsied age follows the inebriating draught—and those who indulge therein, know little of themselves if they hope to avoid one of these consequences. "Is thy servant a dog," said the favourite of the Syrian King, when the prophet pointed out to him the evils of his coming course,—"is thy servant a dog that he should do this thing?"—The holy horror at the crime intimated, was natural, his pride started at such a gross imputation, the honor of a soldier was concerned to give the lie to such an assertion—yet he cherished his favourite pursuit, and did the evil foretold of him.

In the western wing we found several females who had need of watching, but none that seemed as bad as the males who we had just left—some were employed in mending, some in knitting, one or two were quiet,

and another had placed herself behind some boards in the yard and was enjoying the luxury of a pipe; long may she be blest with an appetite and the means of gratifying it.

In the second story we were introduced to a lady, who was sitting on her bed, rather *en dishabille*, but not without a due sense of propriety. She received us with dignity, and our companion as one to whom she did respect rather for kindness than station.

She lamented the state of the times and the general prevalence of immorality, and spoke of her own sufferings. She had been handsome—sickness had made havoc with her bloom, but it had not dimmed the brightness of her intelligent eye—nor had^d hallucination, while it disturbed her thought, marred the propriety of her language.

"Were I proud," said she, "I should regret my inability to invite you to a better room; but what cause have I to complain, when He by whom I live, who is my support here and my hope for hereafter, had not where to lay his head? They have wronged me of all my worldly goods, and all my exalted standing; the whole of those bright manors were mine, and with them the glory of descending from Columbus. There were two of that name—one the *discoverer*, the other a *priest*, and I am descended from the latter; he was the owner of all those lands, and I was his heir."

"But," said we, laying our finger upon her arm as if seeking pardon for the interruption, "but how could the *priest* have a wife?"

A slight color passed over the pallid cheek of the unfortunate woman, as she perceived the dilemma in which she was placed. "Oh," said she suddenly, "that is easy enough. We are of the Greek church, and hold that marriage is honourable in *all*. Is it not so?"

"It is certainly in the Scripture," said we, "and therefore it must be so."

"It is now too late—too late for me—sickness has stretched me out on this bed of pain; and if it were not so, what could I do now? Would some good angel whisper into the ear of parents to bring up their children in the *fear* of the Lord, and in the love of right; to chasten their young minds by gentle discipline; and to repress in them the pride of *display*. Oh! could parents know the danger of making their children *conspicuous*—of allowing them to *feel* themselves, or *make* themselves *foremost*. This is the rock upon which female virtue makes shipwreck—that love of distinction—that fond desire for notoriety, the bane of female happiness—that which has peopled the gibbet, and sent its victim to a martyr's stake, which shows itself shamelessly in some, and lurks most dangerously with others beneath the humble mantle of the Nun. It is often the same feeling dictating the prayer and the penance of the devotee, and awakening the song and the dance of the worldling. Oh could I go forth and tell this to mothers, could I warn them of the dangers to which they expose their daughters, I should do service to my kind; but this narrow cell is now the limit of my wanderings, and I must pray for those whom I cannot exhort. May the deep pangs of mental and physical sufferings, which bow my body and my mind in this straightened bed, be to me the means of grace, and may my sufferings be to *you*, a lesson that virtue, in its limited sense, is not enough for your daughters. They must have the delicacy of females to shrink from display, and to turn with trembling, from the chance of notoriety."

There was a "method in the madness" of this female, which told her story—we needed no more.

The attendants seemed to give all heed to the wants of the unfortunate patients submitted to their care, and the neatness and propriety of the apartments were most commendable, and the general comforts of the sick and infirm inmates such as to be satisfactory to the tax pay-

ers that their money goes to the purposes indicated in the call made upon them.

The access to the houses are by a well macadamized road leading from the Darby road; and also by a road from the Schuylkill. Good taste and judgment have been exercised in the exterior arrangements of the establishment, in the avenues, the disposition of the fields and out houses, and plans to extend the improvements of the grounds, so as further to promote the objects of the institution, are being matured.

When we consider the size of the lot, about one hundred and eighty acres, its peculiar location and exposure, the decorations, the improvements of the lands, the advantages already taken of the location, the immense piles of buildings, the admirable arrangements of rooms, the proprieties observed in classification, the excellent discipline and police arrangements of the house, the means to occupy profitably, the time of those able to labor, to instruct the young, to administer to the sick and sustain the aged, we may justly boast of the provisions which Philadelphia has made for the poor.

MEDICAL SCHOOL AT THE ALMS HOUSE.

The advantages which the new alms house affords to medical students, should be known to them. The hospital of that institution is a practical school of medicine, unequalled perhaps by any establishment in the United States. Here every form and variety of disease to which the human frame is liable, presents itself with all the varieties which similar circumstances create, and a careful attention on the part of a student to the lectures at the bed side of the patient, and to the symptoms presented at different stages of the disease, will insure a knowledge of the science he seeks, and enable him early to enter upon a proper discharge of those important duties which belongs to his profession.

The following census of the wards, will show the number and variety of cases now in the hospital.

Men's medical,	58 patients.
" surgical,	108 "
" eye,	12 "
Syphilitic,	70 "
Clinical medical,	15 "
Convalescent,	26 "
Black medical,	17 "
Clinical surgical,	22 "
Female Surgical,	29 "
" Clinical medical,	13 "
" Medical,	36 "
Obstetric,	12 "
Syphilitic,	20 "
Black medical,	44 "
	482
Lunatics,	120

INSPECTORS OF PRISONS.

The City Councils assembled on Monday last, and elected Messrs. Tobias Huber, Thomas Harper, and James Hutchinson as Inspectors of Prisons. Messrs. John E. Keen and Isaac Koons were elected the same day by the Commissioners of the Northern Liberties.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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PHILADELPHIA, NOVEMBER 14, 1835.

No. 410.

TWENTY-FOURTH OF OCTOBER, 1835.

The 152d Anniversary of the Landing of WILLIAM PENN was celebrated on Saturday, the 24th of October last, by the members of the Penn Society, at the Adelphi, where an abundant and well prepared dinner was furnished by Mr. Herring. Joseph Parker Norris, Esq. acted as President, and Peter Stephen Duponceau, Esq., as Vice President.

After the cloth was removed the following toasts were drunk.

TOASTS.

1. The memory of our illustrious founder, William Penn.

[Before giving the 2d toast, Mr. Duponceau, the Vice President, addressed the company as follows:—

GENTLEMEN,—We are again met at the expiration of eleven years, since our society was first instituted, to celebrate together in peace and harmony the anniversary of the landing of our illustrious founder, William Penn, on the shores of the country that bears his name. In this respect Pennsylvania has no rival in the history of past or of present times, except the republic of Rome which bore the name of her founder Romulus, which her capital city still retains. Heroes and conquerors have given their names to towns and cities, we have Alexandrias and Cæsarcas, but no other State but ours has immortalized itself by adopting the name of the man who laid the first foundations of its future glory. Britain has in vain endeavoured to derive her name from the Roman Brutus, this darling fable of the British nation, so much insisted on by her chroniclers, only serves to show how anxious the most illustrious people have been to connect their names with that of some great man, and the lustre which they justly thought was to be reflected upon them by such an association. Then we have reason to be proud of the name of Pennsylvania.

In ancient times states and cities loved to ascribe their origin to their fabled gods, or at least, to consider themselves as under their special protection. Athens was the city of Minerva, whose name she bore. Heraclea of Hercules, and so on with a long list that needs not be here enumerated. Modern nations in imitation of them have placed themselves under the patronage of the legendary Saints of the Roman Calendar. England has adopted St. George, the killer of a dragon, Scotland St. Andrew, Ireland St. Patrick, and France St. Dennis, who carried his head in his hand and gave rise to the famous proverb, "the first step is the most difficult." Our brethren of New York, for want of a William Penn, have adopted St. Nicholas, a worthy Bishop, it is said, of the Council of Nice, but even that is not very clearly ascertained.

No doubt, gentlemen, these Saints, whether or not they killed dragons, or carried their heads in their hands, or sat in the Council of Nice, were holy men and venerable characters, and because their legends are occasionally mixed with fables, it is not my intention to derogate in the least from their merits; I only meant to illustrate by those examples my proposition, that there is in human nature a strong disposition to connect nations with great and illustrious characters, and that

when earth fails them, they look to heaven for a name from which they may derive to themselves honor and glory.

But we are not to look to ancient mythology nor to more modern legendary lore for a name on which to rest our claim to national honour. If, however, the fashion of the day requires a Saint, where can we find the mortal man whose life was more holy, more religious, more truly christian, than that of our Wm. Penn. And if any one should ask for his canonization, I say the whole earth has canonized him; he is not the Saint of a sect or of a party; wherever his name and his fame are known, none but a fanatic will ever deny him the praise of true sanctity.

But let us leave the Saint in the enjoyment of his reward, which we trust has been awarded to him in the celestial regions. It does not belong to us to bestow heavenly crowns, nor shall we call religion in aid of our pride. It is the man whom we celebrate, a man; who, as often has been said, has not his like among the founders of empires. Honored as we are by being the only people that bears the name of their first legislator, and such a legislator as William Penn, we are bound in duty, not to perpetuate his fame, for that will live for ever without our feeble aid, but at least once in every year to commemorate his virtues and express our sense of the immense benefits that we have received at his hands. What! shall we suffer in this noble city its foreign inhabitants annually to celebrate their St. George; their St. Andrew, their St. Patrick, and I know not how many other saints; shall we see even Pennsylvanians join in those celebrations, merely because their ancestors came from the countries where those saints are venerated, and shall the sons of William Penn, the descendants of his honored followers permit his name not to receive at least an equal tribute? What! while the rocks of Plymouth echo the names of the celebrated Pilgrims; while the halls of Albany and N. Y. resound with that of their *Sainty Claus*, shall we leave the great name of William Penn uncelebrated and unsung? Let not our memory be stained with so much ingratitude, for remember, that some day or other our descendants, and indeed, the world, will call us to an account, if we should neglect that sacred duty.

We have been reproached by other nations with having no antiquities. The answer is simple; we are making antiquities, and such antiquities as no country on earth can at present boast of. I ask, what country there is upon earth that can point in its annals to a William Penn or a Washington? Where is there recorded an immense republic extending from one ocean to the other, composed of independent yet dependent States, held together without a King or an Emperor, and without an army? A country where opinions are free, where industry is free, and where every citizen has a voice in the choice of its magistrates? A country whose discoveries and improvements in the practical application of science have changed the face of the world in the short space of fifty years? Is any thing like that to be found in Herodotus or Manetho, in Xenophon or Livy, or in the annals of the venerable Bede? These are our antiquities; nothing but lapse of time is wanting to make them such, and is it a just cause of reproach, that they are not yet covered with the rust of ages? What should

we say of a lover who found fault with his mistress because her face was not yet wrinkled? Let other nations enjoy their wrinkles, while we enjoy our youth; such a youth as none of them can boast of having ever had.

Gentlemen, these thoughts fire my old age, and are to me the subject of the most pleasing meditations. — Often in my musing hours, I transport myself in imagination to the early times of this great commonwealth. I converse with Penn, with Logan, with Norris, with Lloyd. If I wander on the banks of the Schuylkill or the Delaware, I divest them of their present appearance; I see the caves where the first settlers endured the hardships of a severe winter; I see the opposite shores covered with woods, and the Indians emerging from them with their bows and arrows—I hear their shouts—I see them shake hands with the peaceful Quaker, crying *nilis, nilis*, my friend! my friend! All these scenes pass in imagination before my eyes, until the rumbling of a Lancaster wagon, the sound of bells, or the meeting of an acquaintance, dispel the illusion, and when the reality strikes my eyes, I cannot help exclaiming—O, if William Penn could see this!

O, that he could see us met here joyfully in his name, to rememorate his times, to celebrate his virtues, and hold them up as an example to the present and to future generations! But his immortal mind soars now so high above earthly things, that perhaps he sees our flourishing state, and our boasted improvements, with an eye of pity. But the feelings that unite us he cannot but appreciate, an association founded on the love of virtue, and having its promotion for its object, must receive the approbation of angels in heaven, as well as of men on earth.

For this noble purpose, and to give vent to the feelings of our gratitude for the benefits that we have received at the hands of our great founder, this society has been instituted, and it is hoped will continue to exist through successive generations, to the end of time. To us is committed the custody of the sacred fire; let our motto be—*alere flammam*, and let us by no means ever suffer it to be extinguished.

I therefore propose, gentlemen, the following toast: The 24th of October, 1682—perpetually to be commemorated and honored.

3. The State of Pennsylvania. Honored by the name of its founder; emulous of his virtues.

4. The United States. While the Key stone stands firm, their union never will give way.

5. Philadelphia; once the grove of the tall pine trees, now the seat of science, literature and the arts.

6. The memory of James Logan, Thomas Lloyd, and Isaac Norris, the worthy friends and coadjutors of our founder.

7. Old Upland, first honored with the footsteps of William Penn, and where universal toleration was first proclaimed.

8. Shackamaxon and the Treaty Tree. Ever to be remembered.

9. Our next meeting. — May it prove as happy as this.

From the Harrisburg Chronicle.

CUMBERLAND VALLEY RAIL ROAD.

We present to day the interesting and able report of W. Milnor Roberts, chief engineer on this road. The Cumberland valley rail road will be connected with the Lancaster and Harrisburg rail road, which connects with the Philadelphia and Columbia rail road, and is in progress of construction. From Chambersburg to some convenient point of connection with the Winchester, (Va.) rail road cannot be more than forty miles. Rail roads are projected from Winchester, in this same Cumberland valley, and following it south-westward to Staunton (Va.) and thence to Nashville, (Tenn.) and

from Nashville to New Orleans. Thus when the Cumberland valley rail road, and the other projected lines of rail road, between this and New Orleans, shall be constructed, there will be a continuous rail-road from Philadelphia to New Orleans. And that they will be constructed with rapidity there is every assurance in the spirit and activity which is manifested in their favor through this rich, populous, fertile, and highly cultivated region.

One certain effect of the completion of the Cumberland valley rail-road will be to give to Philadelphia the trade of Cumberland, Franklin and Perry, which has hitherto gone to Baltimore. Another certain effect will be, to bring into notice the lands of Cumberland and Franklin, which are highly fertile and productive, principally limestone, but which, for want of facilities for getting to market, have been selling much lower than any lands of the same quality, and possessing equal advantages in this State.

It is clear to our minds, that when the rail roads from New Orleans, above indicated, shall be made, that the immense travel upon them, will keep the *continuous* line, to Philadelphia and to New York, instead of turning off to Baltimore, or any more southern city.

REPORT

Of William Milnor Roberts, Chief Engineer of the Cumberland Valley Rail Road Company, made to the Board, on the 23d Oct. 1835.

To the President and Directors of the Cumberland Valley Rail Road Company.

GENTLEMEN,—I have the honour to present you the following report on the surveys which have been made under my direction, with a view to a Rail Road between Chambersburg and the Susquehanna river.

By the charter of the Company, the Rail Road is required to pass by way of Carlisle and Shippensburg. The surveys have therefore been directed in such a manner, as to touch or pass through the points named, with all the routes which have been explored.

Although the present charter may not expressly authorize the construction of a bridge across the Susquehanna river, it is reasonable to presume, it was not the intention of the Legislature to fix the termination of the road on the western side of the river; more especially, as it is intended to be auxiliary to other improvements already constructed or in progress, east of the river; and to form, in fact, a continuation of the main line of Rail Road, which will, upon the completion of the Harrisburg and Lancaster Rail Road, be extended from Philadelphia to our seat of government.

[Details of the surveys, &c. are omitted.]

The whole length of the route, as traced from the Susquehanna river, by way of Mechanicsburg, Carlisle, Irwin's Mill, Shippensburg, and Thompson's Mill, to Chambersburg, is 49 $\frac{1}{2}$ miles, which is about the same length as the present turnpike, and six miles shorter than the route surveyed by order of the State, in 1828.

Nearly the whole of the Rail Road will pass through a finely cultivated country, abounding with some of the richest limestone farms in the State.

The ground is generally slightly *undulating*, but not *broken*, except in very few instances, for short distances. The line is crossed by very few streams, and consequently requires a comparatively small expenditure for culverts and bridges.

The graduation, upon much the greatest portion, will be under thirty-feet per mile, and it will not be necessary, in any case, to adopt a grade as steep as the highest grade on the Columbia Rail Road. In *plan* its features will be remarkably favourable, the curves being few in number, and all, except two or three, having radii exceeding half a mile in length.

The following is an estimate of the probable cost of constructing the Rail Road from the Susquehanna river

to Chambersburg, a distance of about 49 miles. It is calculated for double track grading, with a single track superstructure, composed of strong white oak rails and sills, and flat iron bars $2\frac{1}{4}$ inches by $\frac{5}{8}$ of an inch, completed in the most substantial manner.

Estimated Cost.

Grading, including bridges and culverts, and including ten per cent, for contingencies.	\$250,578 00
Superstructure, including 7 per cent for contingencies	163,986 00
Turnouts	9,400 00
Depots, collectors' houses, and water stations	12,000 00
Fencing and land damages	33,500 00

Total \$469,464 00

To this may properly be added 95,000 00 the estimated cost of constructing a bridge across the Susquehanna, to connect with the Harrisburg and Lancaster Rail Road; which will make the total estimated cost \$564,065 00.

The second track can probably be completed for an additional sum of \$141,000 00.

In the foregoing estimate, the cost of purchasing locomotives, cars, &c. has not been included, as that more properly belongs to the *business* of the road, and in fact depends almost entirely upon the amount of trade to be passed.

I have endeavoured to ascertain, as near as practicable, the amount and kind of trade, &c. that may be anticipated upon the completion of the Rail Road; and I have been surprised at the extent of the *local* trade alone, of the two counties through which it passes. An enumeration, obtained from good authorities, of some of the most prominent sources whence this may be derived, may not prove uninteresting.

There, are, at this time, in Cumberland and Franklin counties, 152 grist mills, manufacturing yearly about 340,000 barrels of flour: upwards of 80 distilleries, making more than 1,000,000 gallons of whiskey per annum; 9 furnaces, 7 of which are of the largest class, giving employment to 14 forges, and making upwards of 5000 tons of iron yearly: much of this is cast into ware, and thus rendered a more valuable article of transportation. There is also an extensive rolling mill in Franklin county; there are three paper mills, which manufacture about 800 tons of paper annually; 12 oil mills, 25 clover mills, and 132 saw mills. There are also about 35 factories, which manufacture large quantities of coarse cotton and woolen goods. And, in addition to these, not less than 250 retailers of merchandize, making yearly sales amounting to at least \$1,300,000.

When it is considered that no more than one-third of the whole water power of Cumberland Valley is fully employed—that iron ore of the very best quality, and in great abundance, is found from one end of the valley to the other—and that a large majority of the farms are yet too extensive, easily admitting of a more minute division, and consequent increase of products, some idea may be formed of the extent of the business which will probably be concentrated upon an improvement like the present, passing directly through the heart of a wealthy and fertile country, so abounding in agricultural and mineral treasures.

It is proper also to bear in mind, that they are at this time opening two state roads from Perry county into Cumberland, which cannot fail to add a very considerable increase to the business of the road. It is a matter almost of notoriety that the inhabitants of the southern part of Perry county are anxiously looking forward to the completion of this work, as presenting to them the only means of fairly competing with their neighbors on the north, who have been more fortunate in their proximity to the state improvements.

The following estimate of the *local* trade of Cumberland Valley, which may be anticipated on this Rail Road, has been calculated from the best data which I could procure, viz.

	Tons		Tons
Whiskey,	5000	Butter and Flaxseed,	750
Iron,	4000	Lumber,	2500
Flour,	22000	Mineral Coal,	5000
Plaster,	4500	Dry Goods,	2000
Pork and Bacon,	1000	Clover Seed,	2000
Leather,	400	Oats, Barley, &c.	800
Paper,	500	Bark and unenumerated articles	1500
			51,950

Making the aggregate amount fifty one thousand-nine hundred and fifty tons of *local* trade alone.

This is, however, but a part of the business upon which the stockholders may confidently depend. A very considerable portion of the great trade of the west, particularly valuable merchandize, will naturally seek the channel by which it can be conveyed with the greatest despatch and certainty; and, during the winter when the canals are closed, nearly the whole of the western trade, which has heretofore, in the absence of an improvement of this kind, been stored up at Philadelphia and Pittsburg, or forwarded at a great expense of time and money, all the way in wagons, will be carried to Chambersburg and there transported to and from the Rail Road.

Although it is difficult to affix a limit to the trade that may be derived from this last mentioned source, it will probably be within bounds to assume it at 35,000 tons per annum.

It can scarcely be doubted that much of the *western travelling* will, upon the completion of the Rail Road, take this direction. This is a business that is daily increasing, and which will continue to increase in an equal ratio with the facilities offered to the community. The free communication which will be opened between the flourishing towns of Cumberland Valley, will also greatly augment the local travel, already very considerable.

The following estimate of the yearly revenue to be derived from the sources referred to, will, it is believed, not exceed the actual amount that will be received within a few years, viz:

51,950 tons produce, &c., carried an average distance of 30 miles, at $4\frac{1}{2}$ cts. per ton per mile	\$70,132 50
35,000 tons, through trade, carried 49 miles, at an average rate of $4\frac{1}{2}$ cts. per ton per mile	77,175 00
100 passengers per day, in each direction, at 3 cts. per mile, for 49 miles,	107,310 00
Aggregate receipts	\$254,647 50

To accommodate the above transportation, would require ten locomotives, 8 of which only to be constantly employed; 20 passengers cars and 82 freight cars; the original cost of which would be \$78,400. This sum, added to \$564,064, the estimated cost of completing the road, with a single track, would make the whole investment required \$642,464 00.

To maintain the Rail Road in repair, and to work the locomotives and cars, and keep them in repair, and to cover all the expenses of the company, necessary to carry the above trade, would require an expenditure of about \$155,000, which deducted from the estimated amount received, leaves a balance of \$99,617 50, to be appropriated to the payment of interest upon the investment.

This calculation may appear too large to those who are not well acquainted with the wealthy region through which the Rail Road is to be made; but if the road can

secure the whole trade of the valley, as it probably will, it will be fully realized.

Philadelphia has a deeper interest than has generally been imagined, in the speedy completion of this improvement, as it will advantageously effect her interests to a very considerable extent. But few of her capitalists have turned their attention to the immense trade of Cumberland and Franklin counties. One obvious reason of this is, that it was in a measure *unknown* to the commercial community. Up to the present period nearly the whole of it has been taken to *Baltimore*, upon the turnpikes leading from Chambersburg and Carlisle to that city. The fact that those turnpikes have yielded a handsome per centage on their cost is conclusive evidence of the extent of business they have engrossed.

It is scarcely known to Philadelphians that a large proportion of the justly celebrated *Howard street flour* is the product of Cumberland Valley, in Pennsylvania, which has only been carried thither because it was evidently the most convenient seaport. The grand system of internal improvements which has been in progress in our state during the last ten years, has not extended any of its numerous branches through this important valley; which, from its peculiar geographical position has had its trade isolated, as it were, from the rest of the state, and its resources directed to the advancement of a neighboring metropolis. The inducements which originally led, and still impel, the business to Baltimore, will, upon the completion of this Rail Road, no longer exist. Philadelphia, in a commercial point of view, will then be nearer than Baltimore, and will, as a natural consequence, become in a short time, the depot for the trade of Cumberland Valley. Taking this view of it, there is not, perhaps at this time, in progress, in Pennsylvania, any public avenue more decidedly a Philadelphia improvement, or one better deserving the encouragement of her capitalists. All which is respectfully submitted.

W. MILNOR ROBERTS.

Philadelphia, Oct. 23, 1835.

AMERICAN ASSOCIATION FOR THE SUPPLY OF TEACHERS.

President.

HORACE BINNEY.

Vice-Presidents.

Charles Chauncey,
Paul Beck, Jr.
Alexander Henry.

Benjamin W. Richards,
John M. Scott,

Treasurer,
Lemuel Lamb,

Secretary.
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Samuel Hildeburn,
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Joel Jones,
Matthew L. Bevan,
William Chaloner,
Samuel Jones,
J. M. Keagy,
Charles Henry Alden,
M. W. Baldwin,
George W. Toland,
Frederick A. Packard,
Martin Thayer,
Victor Value,
Ambrose White.

This Association, established in Philadelphia as a central point of communication with the rest of the Union, has its origin in the belief, that there are many Teachers, and persons qualified to teach, who are desirous of situations; and also that there are many schools and private families in want of worthy and qualified instructors. Our object is to make known these mutual wants to the parties interested, and to

furnish an instrumentality by which difficulties incident to remoteness of situation and want of personal acquaintance may be overcome. Of the manner in which we propose to do this, we submit the following general outline.

1. By receiving and registering all applications for situations from all classes of Teachers.

2. By receiving and registering all applications for Teachers of every grade of learning, and every variety of instruction.

3. When we find the wishes of the applicants to correspond, by making this correspondence known to the parties, and by passing the Teacher to the school or private situation as soon as practicable.

4. If any Teachers shall be unable to defray their travelling expenses to the places of destination, by loaning, as far as possible, money to said Teachers for this object; said loans to be refunded as soon as the circumstances of the Teachers will permit.

To facilitate these important objects, we are prepared to receive applications, and to answer the same. In order that the correspondence may not become of needless extent, attention to the following suggestions is particularly requested.

Teachers applying for Schools or Private Situations

Will, in writing, inform the Secretary, of all the branches of knowledge, they suppose themselves qualified to teach; whether they desire situations in common or high schools, or academies, or as private instructors, and whether as Principals or assistant Teachers, they should state if they have any preference to any particular part of the United States as a location; and also their former occupation or employment; what amount of compensation will be satisfactory; and when, and for how long a period their services can be secured.

It is an indispensable requisite that they forward testimonials of their moral character as well as of their literary qualifications; which testimonials should be from the best sources in their power, and if practicable, from individuals on whose recommendations entire reliance can be placed. When this, for any cause, shall be impracticable, so far as it respects literary qualifications, any person, applying to the Secretary as a candidate for a Teacher's situation, and with ample credentials as to his or her moral character, may be examined by a committee appointed for this purpose; and if qualified, may receive a certificate from said committee, testifying to such qualifications. Should any applicant, unknown to the Secretary, obtain a situation, he or she will, to avoid needless correspondence, inform the Secretary without delay. It is the desire of the Association promptly to forward the interests of every deserving and qualified applicant.

Applications for Teachers,

Will contain information respecting the sex and qualifications required; the probable amount of duty to be performed; the salary to be given, the time when the Teacher will be wanted, and the term for which he or she is desired to be engaged. It should be stated also, whether the travelling expenses of the Teacher will be defrayed; and whether as a gratuity, or as payment in part in advance of his or her salary. Should such expenses by agreement be paid wholly or in part, the Secretary, if it will promote the convenience of the parties, will draw, as shall be specified, for the amount so advanced.

The American Association for the supply of Teachers, by establishing a general agency in Philadelphia, for the above objects, will be able to pass, to destitute situations in various parts of the Union, a large number of accredited Teachers, who, but for the instrumentality of such a society, may remain unemployed or employed in ineligible situations; and also to procure for many schools and private families suitable instructors,

which otherwise might remain unsupplied. It is to be distinctly understood that, in all cases, the preference will be given to such applicants as shall produce the best certificates of moral character and literary qualifications. The examining committee will use the utmost caution in granting certificates, and manifest to all applicants the strictest impartiality.

The members of the Association, solicit the free co-operation of their fellow-citizens, of the Presidents and instructors in all our literary institutions, and of all persons interested in the objects of the Society.

Any person may become a member of the Association by paying two dollars annually, and a patron on paying ten dollars annually, and a member and patron for life, on paying at one time one hundred dollars. All monies by subscriptions or donations will be faithfully applied to further the desirable objects above expressed.

All communications to the Association must be addressed in writing to

S. S. FITCH, M. D. Secretary,
No. 171, Walnut Street, Philadelphia.

UNIVERSITY OF PENNSYLVANIA.

CHAPTER XIV.

State of the University in the year 1827.

(Concluded from page 281.)

2. *Department of Natural Science.*—The present condition of this department is by no means flattering.—There are nominally five professorships—those of natural philosophy, of botany, of natural history, of mineralogy and chemistry applied to agriculture and the arts, and of comparative anatomy. A regulation of the department requires that annual courses of lectures should be publicly delivered by each of the professors; but it has been only partially complied with. We have been favoured with highly valuable courses, from Dr. Patterson upon natural philosophy, from Dr. William P. C. Barton upon botany, and from William H. Keating upon chemistry and mineralogy; but the last of these gentlemen is now absent from the country, Dr. Barton has attached himself to another institution, and the professor of natural philosophy is at present the only efficient member of the faculty. It would be a source of great regret, should an establishment which promised so much honour to the university, and so much good to the community, be allowed to fail. The public patronage, however, affords an insufficient compensation for the labour and talents which are requisite for a proper performance of the several professorships; and it is hardly probable that this department will ever prosper, unless the trustees should be able, from their own funds, to supply the deficiency of public support, by salaries adequate to the services required.*

In connection with the subject of natural science, it may be proper to mention, that by act of assembly, in the year 1807, a grant of three thousand dollars was made to the trustees of the university, out of the money due by them to the state, "for the purpose of enabling them to establish a garden for the improvement of the science of botany, and for instituting a series of experiments to ascertain the cheapest and best food for plants, and their medical properties and virtues." A lot of ground suitable for such a purpose has been purchased, the care of which, and of the means necessary for its improvement has been entrusted to a standing committee of the board. But the appropriation of the legislature was too small to be efficiently applied without the addition of a much larger sum; and, as the income of the university, absorbed in the support of its existing establishment, will admit of no further

expenditure, the enterprise, though not altogether abandoned, is necessarily suffered to languish. At present the public resources are so deeply involved in the prosecution of measures vast in their extent, and rich in their promise of future prosperity to the state, that objects of less importance are perhaps wisely overlooked. But when the promise of these measures shall have been fulfilled, we may reasonably hope that the overflowings of the public treasury will be largely directed into the fields of science, and that the botanic garden of the university will be among the first to feel their reviving and invigorating influence.

3 and 4. *The Department of General Literature* and the *Department of Law*, are at present altogether nominal. Each of them contains a single professorship: but that of law is vacant by the recent death of Charles W. Hare; and that of general literature, though occupied by a gentleman whose qualifications for the office might safely challenge a comparison with those of any other man in the country, does not afford sufficient inducements to call off his attention from more pleasing or more profitable pursuits.*

5. *The Medical Department.*—In this department the business of instruction is committed to six professors, occasionally assisted by adjuncts, who, like their principals, are appointed by the trustees. These professors constitute a faculty, to which, subject to the rules and statutes of the board, belongs the government of the medical school, and the arrangement of all the affairs of the department. One of their number, with the title of dean, is appointed to perform the duties of secretary to the faculty, and to act as their organ of communication with the students. The medical professors receive no salary; but the profits of their lectures render their office highly productive. The following is a list of the several professors, with the chairs which they respectively occupy:—

Philip Syng Physick, M. D., Professor of Anatomy.
Nathaniel Chapman, M. D., Professor of the Institutes and Practice of Physic, and of Clinical Medicine.

William Gibson, M. D., Professor of Surgery.
John Redman Coxe, M. D., Professor of Materia Medica and of Pharmacy.

Robert Hare, M. D., Professor of Chemistry.
Thomas C. James, M. D., Professor of Midwifery.
William E. Horner, M. D., Adjunct Professor of Anatomy; and

William P. Dewees, M. D., Adjunct Professor of Midwifery.

Full courses of lectures, about four months in duration, are annually delivered upon each of these branches, with the single exception of the institutes of medicine, which being attached to the subject of the practice, of itself the most copious in the whole round of the science, forms a burden too heavy for the powers of one individual, however expanded may be his intellect, and vigorous his application. It is to be hoped, however, that means will be provided to supply this deficiency, either by the appointment of an adjunct, or by the creation of a new professorship. It is indeed impossible, that in a system of instruction, in all other respects so perfect, one of the chief pillars upon which the science of medicine rests, should be long allowed to be wanting.†

* Both these departments have been abolished.—*January, 1834*

† Since this account was written, Dr. Physick has retired from the school with the title of "Emeritus Professor of Surgery and Anatomy;" and has been succeeded by his former adjunct, Dr. Horner. The deficiency noticed in the text in relation to the institutes of medicine, has been supplied by the appointment of Samuel Jackson, M. D., as assistant to the professor of the institutes and practice of physic and clinical medicine.—*January, 1834.*

* This department of the university, which the establishment of the Franklin Institute has rendered unnecessary, has been abolished.—*January, 1834.*

The degrees conferred in the medical department are those of Doctor of Medicine, and Master of Pharmacy. To be admitted to the former of these honours, it is required that the candidate should have attained the age of twenty-one years; should have been three years engaged in the study of medicine, and at least two years of this period under some respectable practitioner; should have attended two full courses of lectures in the university,* and one course of clinical instruction in the Pennsylvania Hospital or city Almshouse; should have written a dissertation on some medical subject, to be approved of by the faculty; and, finally, have undergone a satisfactory examination by the professors, as to the extent of his acquirements, and his fitness for the practice of the profession.

Every medical student, upon entering the university, is obliged to pay five dollars as a matriculating fee. The price of admittance to the course of each profession is twenty dollars; and the aggregate cost of tuition for two years, is two hundred and forty dollars.† The expenses of graduation amount to forty dollars, of which each of the principal medical professors receives five, the provost three, the vice-provost two, and five dollars are paid to the secretary of the board of trustees, which, after defraying the cost of the diploma, is appropriated to the increase and preservation of the anatomical museum.

As young men of high natural endowments, and strong inclination to the medical profession, are often deterred from entering into it by their inability to bear the necessary charges, a proposition was very generously made by the faculty to the board of trustees, that a permanent provision should be made for the gratuitous education of six students, to be selected from among those who might appear most deserving, and most in need of assistance. A regulation to this effect was accordingly adopted, and has now been several years in force. A committee is annually appointed by the board, who give public notice that they will receive applications for gratuitous tickets of admission to the lectures; and at a suitable time previously to the commencement of the regular courses, the several applications which have been handed in are examined and decided on. In every instance, testimonials are required, that the applicant is of good moral character, and of studious habits; that his literary attainments are respectable; and that his circumstances are such as to render him a suitable object of the gratuity.

The number of students attending the medical lectures in the university averages about four hundred and fifty; and the annual number of graduates has for the last five years varied from ninety-six to one hundred and thirty-one.‡

The degree of Master of Pharmacy was instituted a few years since, with the very laudable view of improving the profession of the apothecary, which in this city has assumed an importance far beyond what it possesses in other parts of the United States. Any person is entitled to the degree, who shall have served an apprenticeship of at least three years with a respectable apothecary,

and attended two courses of lectures on chemistry and materia medica in the university. Advantages would no doubt have accrued from this accession to the original plan of the medical department, had it not been superseded by the establishment by the apothecaries themselves of a distinct school, which, being under their own management, and direct to the one object of advancing the usefulness and respectability of the profession, is naturally more popular, and at least equally efficient.

Reference has been made, on a previous occasion, to the existence of an anatomical museum, connected with the department of medicine. It is generally known among medical men, that the late Dr. Wistar was indefatigable in collecting together specimens and preparations both in healthy and morbid anatomy, with models and other representations of parts of the human frame, calculated to illustrate his course of anatomical lectures; and they who have had the pleasure of listening to his instruction will remember, how delightfully plain and lucid the most intricate and obscure parts of his subject were rendered by his sedulous efforts to demonstrate to the eye, what could not be well understood from description alone. After his death, his family presented to the university this extensive and highly valuable collection, which was thankfully received by the trustees, and in honour of its distinguished author, as well as in commemoration of the liberality of the gift, was styled the Wistar museum. A suitable apartment was provided for its reception; and appropriations of money were from time to time made for its preservation and increase. In the year 1824 it was greatly enlarged by the addition of the anatomical collection of the Pennsylvania Hospital, which the managers of that institution, with an honourable liberality, transferred to the charge of the trustees of the university, under the impression, that, in the medical school, it might be applied to more useful purposes than it could be, if retained in their own possession. The whole museum is placed under the immediate care of the professor of anatomy, who finds, in its diversified contents, the means of giving greater interest and increased efficiency to his lectures.

In this account of the university, it is believed that all the facts, worthy of notice have been embraced.—The reader will have perceived, that in the composition of the whole memoir, nothing higher has been aimed at than simple and picturesque narration: he will therefore be guided in forming a judgment of its merits, less by the manner in which it has been executed, than by the value of the matter it contains. Judged even upon this principle, it may be thought by some undeserving of the space which it occupies: but it pretends only to local interest; and if it excite among the inhabitants of Philadelphia increased attention to the claims of an institution which is intimately connected with the honour and welfare of the city, it will have accomplished the chief object for which it was written.

FRANKLIN INSTITUTE.

At a meeting of the Franklin Institute of the State of Pennsylvania, for the promotion of the Mechanic Arts, held at their Hall, on Thursday evening, October 28, 1835, Thomas Fletcher, Vice President, in the Chair, John C. Cresson, Rec. Sec. P. T.

By instruction of the Board of Managers, the committee on the extension of the accommodations of the Institute, presented their report, accompanied by a plan of the building proposed to be erected in Chestnut street—which was read and accepted. The resolutions recommended in the report of the committee, together with the plan of the building proposed, were, on motion, unanimously adopted.

On motion of Wm. H. Keating, Esq. it was

Resolved, That the thanks of the Institute be presented

* With regard to this requisite, an exception is made in favour of those who have attended one or more courses in any respectable medical school in which the same subjects are taught as in the university of Pennsylvania. Of these it is only required that they should attend one full course of the medical lectures.

† After attending two courses of each professor, the student has the privilege of being admitted to the lectures without charge.

‡ In the winter of 1824-5, there were four hundred and eighty-four students in the medical class. For the last seven years they have averaged about four hundred. The number attending the present course is four hundred and thirty-one.—*January, 1834.*

ed to their President, Mr. James Ronaldson, for his liberal donation of five hundred dollars, to aid in the erection of the new Hall.

Extract from the minutes.

THOMAS FLETCHER, V. President.

JOHN C. CRESSON, Rec. Sec. P. T.

REPORT

Of the Committee on the Extension of the Accommodations of the Institute.

The committee appointed to extend the accommodations of the Institute, by the purchase of the Masonic Hall, report

That they have performed the duty with which they were charged, and have made the arrangements preliminary to the transfer of the property. Various delays have occurred, owing to the absence of one of the trustees of the Grand Lodge, whose name was requisite to the execution of the deeds, but they are now ready for signature.

By agreement with the Grand Lodge, the purchase has been made upon the following terms, viz:

15,000 cash, on delivering the title deeds, and giving possession.

20,000 cash on 1st January, 1836.

25,183 33 do 1st January, 1838.

25,183 33 do 1st January, 1840.

25,183 34 do 1st January, 1842.

110,550 dollars.

The last three instalments to remain subject to interest, at the rate of five per cent. per annum.

On the execution of the title deeds, the Institute will be in possession of a property daily increasing in value, and admirably calculated, if judiciously improved, to enable the Society to extend its beneficial influence to the widest limits, and especially to foster that important interest to the community of the Mechanic Arts.

The committee, in conjunction with Wm Strickland, Esq. architect, have devoted much time in devising a plan for a building which shall yield a fair interest upon its cost, and at the same time afford ample accommodations for the Lectures, Exhibitions, Schools, Reading room, and other purposes of the Institute.

The result of their labours is now presented in the design prepared by Mr. Strickland.

It will be perceived by our examination of these plans, that while the principal front upon Chestnut street, has been designed in a manner which shall reflect no discredit upon the good taste of the members; the committee have not ventured upon an extravagant expenditure on mere ornament, of funds which may be more appropriately devoted to the improvement of the rising generation, but have studied neatness and simplicity in the architecture, and have endeavoured to make the whole building a substantial and useful structure.

The portions of the building devoted in the main to revenue are,

1st—Four commodious stores fronting upon Chestnut street, 18 feet wide by 60 feet deep.

2d—One spacious room above the stores, with an entrance from Chestnut street, in the centre of the building 100 feet long 60 feet wide and 30 feet high to the cornice, to be used as the exhibition room of the Institute, and rented for similar purposes.

3d—In the centre of the lot to be used also as an exhibition room, a hall 72 feet long by 30 feet in width, having an entrance from Chestnut street 19 feet wide.

4th—Five stores, or shops, upon Lodge street, suitable for mechanics' shops of various descriptions, each 16 feet wide by 40 feet deep.

5th—The third story over the lecture room, on Lodge street, the whole size of the building 60 feet by 100 feet, to be divided into suitable apartments.

For the accommodation of the Institute the committee have provided the following rooms, from which they will also derive some revenue.

1st—Two rooms upon the second floor of the centre building, each 30 feet wide by 32 feet long, divided by a passage to the lecture room, to be occupied as the reading room and library, the cabinet, managers, and meetings; and two rooms on the 3d and 4th stories, 30 feet wide by 72 feet long, to be used as a model room and other purposes.

2d—One lecture room upon Lodge street, above the lower range of shops, 60 feet wide by 100 feet long, capable of seating 1200 persons.

In reference to the unusual size of this room it may be proper to state, that the committee considering the flourishing state of the institution, and the demand so often reiterated by the members for extended accommodation, have deemed it advisable to devote a large space to this object, and have made the room as large as can be easily filled by the voice of the lecturer.

The present lecture room of the Institute, will contain about 500 persons; during the last season, the number of ladies and minors tickets issued was 478, thus excluding nearly all the members, now exceeding 1800, and their number rapidly increasing, from a participation of that instruction, which they have a right to claim. To meet the wants of the members, a room of the size provided is deemed indispensable.

3d—In addition, are provided four rooms: two under the elevated seats at the back of the lecture room, and two under them, on the ground floor, 20 feet wide by 40 feet long, and may be appropriated to the schools of the Institute, which are daily becoming more important by their connection with its best interest.

4th—There are two smaller rooms for the apparatus; and laboratory of the lecturers.

Having thus laid before the meeting, the general outline of the proposed plan, an estimate of the cost and sources of revenue to enable the Institute, to meet all demands for interest, without having recourse to its ordinary resources will now be considered.

1st—The whole cost of the new Building to be erected upon the Chestnut street front, and the alterations required in the Masonic Hall, as it now stands, to adapt it to the proposed plan; together with the purchase money, to be paid for the property, has been estimated by Mr. Strickland, at

\$175,000

From this sum must be deducted the remaining three instalments due the Grand Lodge, in January 1838, 1840, and 1842, at 5 per cent. interest,

75,550

Leaving the sum of

\$99,450

To be provided for by the Institute.

To meet this expenditure, the committee propose to raise, by Loan, the sum of 100,000 dollars, and issue certificates of stock, bearing interest at the rate of six per cent. per annum, irredeemable without the consent of the holders, previous to the year 1856, and for the security of the stockholders, to transfer the title on the property to Trustees, and pledge for the payment of the interest the faith of the Institute, together with all the revenues derived from the property when improved, and all money received from Life membership, donations, or bequests, not otherwise specially appropriated by the donors, and all moneys arising from the sale of ladies and minors tickets, to which may be added the present available sinking fund of the Institute.

That this Loan will be promptly taken, the committee have not a doubt, independently of the positive security offered in the property itself, upon which the whole amount will be expended, the stockholders will

have additional security in the faith of a large and permanently established Institution, embracing upwards of 1800 members, the value of which is now too justly appreciated for it ever to be allowed to languish.

The revenues applicable to the payment of interest and gradual reduction of the debt, are estimated as follows:

1st. The Hall now occupied by the Institute is its own property, subject to the interest accruing upon the former loan. All the receipts from it therefore, are applicable to the reduction of the new debt after satisfying the old claimants.

With a full knowledge of the value of this property, the committee estimate the rents available from it after the Institute have ceased to occupy the parts of it now occupied by them, at

To this may be added as annual appropriations, all monies received from the sale of Ladies and Minors Tickets, and Life memberships,	\$2,200
And interest on the present sinking fund,	1,000
	625

Making a total of	\$3,825
From which must be deducted, interest due to the old stockholders,	1,218

Leaving available,	\$2,607
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From the New Building.

Rents of 4 stores on Chestnut street,	4,000
Rent of a large Exhibition Room, including rent now paid at the Exhibitions of the Institute,	2,500
Rent of the large room in the centre of the building,	1,000
Rent of the five shops on Lodge street,	750
Rent of third story room on do.	300
Rent of the large lecture room, when not used by the Institute,	1,000
	\$12,157

Deduct six per cent. upon loan of 100,000 dollars,	\$6,000
Do. five per cent. upon debt due to the Grand Lodge, of \$75,000	3,777
	9,777

Leaving the sum of	\$2,380
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To accumulate as a sinking fund for the final redemption of the debt.

The sinking fund of the Institute now amounts to \$12,500, which may also be added.

The committee recommend the adoption of the following resolutions:

Resolved, That the Board of managers be, and are hereby authorized to borrow the sum of one hundred thousand dollars, upon the terms set forth in the subjoined proposal, to be appropriated exclusively to the payment of the first two instalments of the Grand Lodge of Pennsylvania, of the purchase money due for the Hall in Chestnut street, and the improvements thereon.

Resolved, That for the payment of the interest, and the repayment of the principal, the faith of the Institute, together with all revenues derived from the property purchased: From the present property of the Institute after satisfying the claims of the old Stockholders, and all revenue derived from life memberships and the sale of ladies and minors tickets to the lectures of the Institute, and all legacies, or bequests, and donations, not otherwise specially appropriated by the donors, be

and are hereby pledged for the payment of the interest and the final liquidation of the debt.

All of which is submitted.

SAMUEL V. MERRICK,
FREDERICK FRALEY,
ALEX. DALLAS BACHIE,
ALEXANDER FERGUSON,
WILLIAM H. KEATING,
JOHN STRUTHERS,
ISAAC HAYS, M. D.,
MATTHIAS W. BALDWIN,
THOMAS FLETCHER,

Committee.

Adopted by the Board of Managers at a meeting held October 28, 1835, and ordered to be submitted to the Institute.

ISAAC HAYS, Chairman.

WILLIAM HAMILTON, Actuary.

From Poulson's American Daily Advertiser.

BASSA COVE SUFFERERS.

At a general meeting of the ward committees, appointed by the town meeting, to make collections for the Bassa Cove sufferers, the following address was unanimously adopted, and ordered to be published:

Fellow Citizens:—You are respectfully solicited to contribute to the aid of the Bassa Cove sufferers. The following facts are believed to be authentic:

About a year since, the Young Men's Colonization Society relieved from bondage one hundred and twenty-six slaves of the best character, whom they established at Bassa Cove, on the southern border of Liberia, on the western coast of Africa. The territory was fairly purchased from the natives. The land was well chosen. The location appeared to be a desirable one.—The settlement seemed to promise many blessings as a home for the people of color, and as another opening for the civilizing and christianizing of Africa. It was upon the very site of a recent slave market. A slave factory was purchased out and suppressed. And the whole was secured by what were regarded as adequate treaties, made with the natives.

The colonists were visited a few days before their misfortune by Governor Pinney, of Liberia. They were contented: peaceful towards their neighbours, and their neighbours apparently so towards them. When, on the night of the 10th of June, a neighboring chief, instigated, it is believed, by a slaver, with a band of savages, made an attack on the colony, and massacred about twenty of their number, among whom were the most defenceless, even women and children. Those who escaped the slaughter, were kindly received by the other colonists.

No other blame, it is believed, can be attached to the Bassa Cove colonists, or to those who in any way had the care of them, than that they were without defensive weapons. The absence of these, it had been thought by the society, would better secure peace with the natives. It is now, we learn, *fully understood*, that such a state of defencelessness shall not occur again.

If there is ability to give and inclination to do any thing for the African race, it is submitted, that this application is unexceptionable. The subjects of this calamity were a meritorious little community, who had voluntarily exchanged their former state, for that which they looked upon as a better one. They were on the shores of Africa, from which their ancestors had been unjustly taken, and to which they, following other portions of the same posterity, were now restored, under circumstances of as near an approach to justice, as can be expected. They were on a soil, which must and does suit the colored man, because it is natural to him: and where millions of mankind do live in health and vigor.

They were *there* in accordance with a scheme of be-

nevolence, which has the approbation of a vast majority of those whose minds have been exercised on the subject—a scheme which is in accordance with our laws and constitutions, and does enjoy the patronage of the general government.

This particular event has occurred in the providence of God. It may be that the victims of this massacre have been removed from their disappointments on earth to a habitation in heaven. It may be that the survivors may find their afflictions to work out for them everlasting benefit. It may be that this new form of wickedness, in which the slave trade appears, seeking to destroy these newly planted colonies, because of the obstacles which they present, may inspirit the colored freemen of the United States to seek the land of their forefathers, there to join efforts in putting down this traffic, which no efforts external to Africa probably ever can accomplish. But which the Christian world may be expected still further to increase if the inhabitants of Africa should themselves co-operate. But however this calamity may be overruled, your donations are asked, and if more shall be received than is wanted for the particular object, it shall be applied to the cause generally.

CHARLES WHEELER, Chairman.

ED. W. WARNER, }
ELIHU D. TARR, } Secretaries

Philadelphia, Nov. 2, 1835.

UNION AGRICULTURAL SOCIETY'S CATTLE SHOW,

And Exhibition of Manufactures, &c.

WILLIAMSPORT, Oct. 27, 1835.

The day being fine, a large concourse of members and spectators were on the ground at an early hour. Arrangement was made on the premises of Mr. George Kline to receive the Horses, and various lots in the borough of Williamsport, to receive the Cattle, and the court room for the Manufactures, &c. The two former were well supplied, in the latter we are sorry to say, that the supply of Cloth manufactured from wool was very small. There was however, a handsome variety of Articles of home Manufactures, and specimens of art and industry, the work of females which gave ample proof of family industry and economy, and gives a negative to the doctrine of the speculative theorist, who holds that manufacturing institutions will prostrate family industry.

In the course of the evening the society received the reports of the following committees:—

To the Union Agricultural Society.

The Committee on Horses report—That they have attended to their duty, although the number brought forward as competitors was not so numerous as at the last meeting of the society, yet it is with satisfaction your committee state those produced, gave ample proof that the important subject of raising blooded horses for the market, has engaged the attention of the members of the Society.

The horses offered were James S. Stoughton's horse, Tremendous, got by Maryland, he by Ratler, dam Ellen out of Tuckahoe.

William C. Hall's brown horse, Algonquin, got by Arab, he by Sir Archy, dam Mary Robinson out of Imported pot-8 os. James S. Stoughton's horse—Virginia Saddle Horse—Pedigree not given.

The committee are of opinion that Tremendous was the best horse exhibited, but in saying so, do not wish to be considered as passing slightly the claims of the other horses. Algonquin is a fine animal, possessing large bone and muscle, and is well deserving the attention of the lovers of good horses. Virginia Saddle

Horse possesses many good points, and we believe would make a good cross with our common stock for farm horses. A grey horse presented by A. Wilhelm, (not for premium,) we consider worthy the notice of our farmers.

Among the breeding Mares, the committee would prefer R. C. Hall's grey mare, Fanny, got by John Stanly, he by Sir Hall, dam by Marshall Durock, he by imported Diomedé and Charles Lloyd's grey mare, Cloe, got by old Jackson. There were other mares offered, of which the committee entertain a very high opinion. Cecilia, a bay mare of R. C. Hall's, got by the celebrated Bertrand—dam by Tiger; also a bay mare of Wm. C. Hall's. Of the colts produced, your committee considered John Tallman's dun colt, two year old, by Marshal Ney, as the best, and they would also say that those produced by Messrs. R. C. Hall, R. Derby, and Tallman Gray, are Colts of fine promise.

Which is respectfully submitted.

R. H. HAMMOND,
JOHN BURROWS,
A. WOODWARD,
JAMES F. MURRAY,
WASHINGTON DUNN,
JOSEPH PAXTON.

The Committee, to whom were referred Cattle, Sheep, Ploughing, and Agricultural Implements, report as follows:

William Hall's Bull, Henry Clay, 3 years old, seven-eighths Durham blood, we consider the best animal before us, except Wm. A. Petrikin's bull Dego, who drew a premium at a former show, but in point of blood and general make, Mr. Wilson's bull Napoleon, 3 years old, is a very fine animal—a cross of Durham and Devonshire breeds.

Mr. Stoughton's full blooded cow, Grace, is a fine animal, in point of blood and general make.

Mr. Lukens Wallis' half blooded Durham calf, Davy Crockett, is a fine animal in point of size and form.

Mr. Pierson Lloyd exhibited a first rate sow of the Grass breed, fine in length and depth of shoulder and ham.

On ploughing, George Kline, we consider to have made, in every way, the best work.

A light carriage exhibited by Francis Ball, we consider a remarkably light and neat article, combining strength and neatness.

A saddle exhibited by William Wilson of Williamsport, we recommend as being a very neat and durable article.

Col. Joseph Paxton's heifer, Sally Ann, five years old, and weighing on foot 2300, we consider the first in point of size and fatness, ever produced in our District.

Mr. Charles Lloyd presented a fine bull, with other cattle, well entitled to notice.

The duty of awarding premiums is left to the discretion of the Board, to be regulated by the funds.

GEORGE EDKIN,
ABRAHAM BODINE,
CHARLES LLOYD,
ELLIS LEWIS.

The report of the committee on domestic manufactures being received at a late hour—the committee to award premiums, adjourned to meet at the court house at 9 o'clock, on the following morning, Wednesday, Oct. 28.

The committee met agreeably to adjournment, and proceeded to award the following premiums:

George Edkin, for cultivating the White Mulberry, agreeably to a resolution of the Society at its annual meeting in the year 1832, 1st premium, \$20 00
George Webb, 2d 8 00
C. Gale, 3d 7 00

To James S. Stoughton for the horse Tremendous,	\$ 5 00
To Messrs. R. C. Hall, and Charles Lloyd, for their breeding mares, Fanny, and Cloe, each	4 00
To John Tallman, dun colt, Kitty,	3 00
To Col. Joseph Paxton, for a spayed heifer,	7 00
To William Hall, bull, Henry Clay,	4 00
To Francis Wilson, bull, Napoleon,	3 00
To John Lukens Wallace, for his bull calf, David Crockett,	3 00
To James S. Stoughton, for his Durham cow, Grace,	2 00
To Pierson Lloyd, for his breeding sow, of the Grass breed,	2 00
To George Kline, on ploughing,	2 00
To Francis Ball, a light Carriage,	2 00

On Domestic Manufactures.

To Ellis Bryan, for a fine piece of black cloth of Saxon wool,	3 00
To Mrs. E. Hall, for a very beautiful quilt, 1st premium,	2 50
The other quilts which were submitted, were creditable to those who offered them, but the funds of the Society would not admit of premiums being awarded.	
To John Baker, for a carpet, 1st premium,	3 00
To M. Duffey, for a carpet, 2d premium,	2 00
To Wm. G. Dunlap, for three pumpkins, weighing 372 lbs. the vine produced upwards of a thousand pounds weight,	2 00
To Wm. Thompson, for Cauliflowers of a superior kind,	2 00
To Geo. Fulmer, for a travelling trunk and Spanish calfskins,	1 50
To Miss Withington, for a hearth rug,	2 00
To Miss Margaret Dunn, for a manuscript map of Africa,	1 00
To A. Wheelen, for painted Counterpanes,	3 00
To Miss Henrietta Dutich, for a quilt,	2 00
To William Wilkenson, for a small copper tea kettle of superior workmanship,	1 00
To Robt. M'Curley, for his turnip crop, one of which before the committee, weighed 10 pounds,	2 00
There were two coverlets presented by a Mr. Lowmiller, of Level Corner, which we cannot pass over unnoticed; his having a Patent for his improvement debarred him of a premium by the rules of our Society.— They were superior in point of stile and colours, to any thing of the kind we have seen.	
Two barrels of cocoons were presented by Mr. George Edkin, and cocoons and silk reeled and twisted, by Mrs. Mary Thompson; and a fine sample of ingenious fancy manufactures, by Miss Webb, with a large variety of quilts, and other domestic articles, by several ladies, highly creditable to their taste, and for which they have the thanks of the Society.	

Mr. George Webb reported to the society, 2,000 apple trees of an excellent quality, (specimens of the fruit exhibited) now in his nursery, nearly all grafts. Also 1,200 White Mulberry trees, ready for transplanting.

Col. Paxton exhibited a pumpkin, weighing 140 pounds, and a radish, weighing 18 pounds.

Mr. Edkin submitted the following communication to the Society, accompanied by the letter of Mr. Duponceau, which were ordered to be published with the proceedings. Persons within the bounds of the Society wishing to plant trees, will please forward their orders for the same, and the trees will be delivered agreeable to the proposition.

To the President and officers composing the Board of managers of the Union Agricultural Society, is submitted the following proposition, for the growth of Silk, and to provide a means to prevent pauperism.

In the space of five years, I have raised from seed received from N. York and Philadelphia, 2,000 to 2,300 white mulberry trees, of which I have sold about 200. I now put at the disposal of the Board of managers, the

number of 1000, to be delivered at Muncy, or the landing at Port Penn, near Muncy, until the 12th of April next, gratis. 400 of this number are three years old, average height, 4 feet. Four hundred will be from 5 to 7 feet high. The whole, will be tied up in separate parcels, in order that they may be conveniently distributed among the counties composing the Society, according to the order of the Board.

Yours respectfully,

GEO. EDKIN.

Traveller's Rest, Oct. 26, 1835.

To the Board of Managers.

N. B. Gentlemen, according to a former proposition on your part, to award a premium for the raising of trees and silk, I am induced to lay the following communication from Mr. Duponceau before you. It is my intention to apply the amount of the premium you have awarded me for my trees, to the purchase of one of those French reels mentioned by Mr. Duponceau, in order to make a trial of it, and also to serve as a pattern for those in the District, who may think proper to establish the manufacture of silk. G. E.

To George Edkin, Esq.

Philadelphia, July 23d, 1835.

Sir,—I have received your favor of the 17th. I am very willing to give you all the information in my power on the subject to which it refers. In the year 1829, having published a Book on the subject of Silk, with a view to excite the attention of our citizens towards that object, I was invited by a Committee of Congress to lay before them a plan to introduce fully the art of reeling silk into this country, in order to make it, like cotton, an object of exportation in its raw state. I did so, and the plan was adopted, and reported to Congress in the form of a bill. There appeared to be in Congress, at that time, a great deal of enthusiasm on the subject, in which I shared, and to make the subject popular, with the aid of a gentleman from France, who had been brought up to the business, I set up a reeling establishment, in which I employed ten reels and twenty women. I purchased all the cocoons that were brought to me from Maine to Louisiana, at 40 cents per pound, and reeled a quantity of raw silk, which I sent to England and France, where it was manufactured into elegant stuff, which I distributed among my friends, gratuitously, in order to make known what could be done with American Silk. I had some of the raw silk manufactured in this city; and had made of it two elegant flags of the United States, each 12 feet by six, one of which I presented to Congress, and the other to our State Legislature. They were accepted and hung up in their respective halls.

All this occasioned to me a great deal of expense, from which I expected no profit, as it was not my intention to be a silk grower or manufacturer, but wished only to serve my country.

The bill remained two years before Congress postponed by other business. At last in 1832, it was taken up. It passed in committee of the whole, in the house of Representatives, but the next day it was rejected by a small majority, contrary to every expectation. The tariff question was then at its height, and party feeling ran high. It was unfortunately made a party question, and that was the cause of its loss. All the members from Pennsylvania, however, (except two) voted for it.

Since that time I have abandoned every idea of Silk, and turned my attention to other objects.

I have said thus much to let you know that I have got the ten reels which I employed in my establishment, (except one which I have given away.) Those reels have been tried, and with them was made the beautiful silk I have mentioned. You can have one for \$12, with the copper basin, the chair for the reeler to sit on, and all the apparatus, if you will take the trouble to direct somebody here, to receive, pack it up in a box, and

forward it. It is made on the model of those used in France, and has been found to work very well. As to what you say of a machine that reels and twists the silk at the same time, permit me to tell you, that such a thing is impossible. The reeling and twisting of silk (which is called throwing) are two different arts. The reeler sells his silk in skeins or hanks in the raw state, or gives it to the throwster to be thrown, or as you call it, twisted. This business of throwing requires large and costly machinery, with a great number of spindles, and can never be united to the reels; or the operation of reeling. Reeling as you well know must be done while the cocoons are in hot water, and throwing or throwsting is done with dry silk; now it stands to reason that silk cannot be wet and dry at the same time.

While the bill was pending before Congress, a number of throwsters came to this country from England, with their machinery. I employed one of them, and had my silk well twisted. But the bill having been rejected, most of them have returned to their own country—a great loss in my opinion to the United States. There is not a throwing machine that I know of now standing.

While the bill was pending, cocoons were brought to me from all parts of the United States; there is not now a single pound to be got, at least to my knowledge, and the reason is, that this city no longer offers a market for them. Without a market for cocoons, people will not breed silk worms.

The first thing that should be done in this country, is to reel cocoons into hanks of raw silk and export them. England offers a good market for it. It cannot be expected that the silk will be at first well reeled, for it is a difficult art, and requires knowledge and experience. But there is nothing which American industry cannot effect. The first silk may be rejected or sold for a low price, but the faults will be pointed out to you, by your correspondents, and may be corrected on a second attempt. Patience and perseverance may do any thing, but you must not expect profit in the beginning. As to making sewing silk as they do in Connecticut, you can never equal the sewing silks of Italy and France, which are made by throwsters with their costly machinery. The part of Connecticut where sewing silk is made, is the poorest of that State and ought to be the richest.

As to the number of threads of which the raw silk is to be made, that depends on the degree of fineness that you want to give to it, and the stuff to be made out of it. For the English market, the raw silk from 3 to 4, 4 to 5, and 5 to 6 threads are the best, as they are the most in demand. It may be reeled with from 15 to 20, or from 25 to 30 or even 40 threads, according to the use to be made of it; all these details require knowledge, practice and experience, which the limits of a letter would not permit to specify.

Above all things do not believe in machinery that reels and twists at the same time.

I am respectfully,

Sir, your obedient servant,

PETER S. DU PONCEAU.

The Committee on Elections reported the following officers for the ensuing year, viz:—President, Charles Gale, Esq.—Vice President, Col. Joseph Paxton—Secretary, James F. Murray—Assistant-Secretary, Charles Lloyd—Treasurer, William Tweed.

The Committees of Vigilance are the same as last year—no new selections having been made.

Voted that the next annual exhibition be held at Lewisburg, Union county.

JAMES F. MURRAY, Sec'y.

LARGE BEET.—Presented by Gen. Joseph Hough to James Kelly—twenty and a half pounds in weight and thirty two inches in circumference, when taken out of the ground.—*Bucks co. Intelligencer.*

From the Columbia Spy.

THE PITTSBURG SQUASH.

A friend of ours from York county, states, that in travelling in the car between Columbia and Philadelphia, in September, 1834, he fell in company with Dr ***** of the latter place, then on his return from an excursion to the western part of the state, who presented him with a few seeds of what he called the Pittsburgh Squash. In May, 1835, our friend states, that he carefully prepared a hill in a slaty soil of but moderate richness, and planted therein the four seeds, but one of which vegetated; sufficient space, as was supposed, was left to accommodate the growth and spreading of the vine, but it soon began to extend itself so much in every direction, that it was thought best, in order to save other vegetables from being smothered by it, to shorten the ends of the vines, which was done in at least 50 instances,—but finding it impossible thus to arrest its progress unless materially injuring the vine, it was given up at the expense of many other vegetables, viz. cabbage, beets, beans, tomatoes, potatoes, &c. all of which were partially overrun. From the growth from one seed appearing unusually large, he had the curiosity with the assistance of a friend from this place, on the 4th of October, carefully to measure the vine and weigh its fruit. The result was as follows, viz: 629 yards, 2 feet 6 inches of vine—all the ramifications being separated and separately measured. Those parts of the vine showing the greatest continuous length were as follows, viz: one of 37½ feet, one do. 36, do. 35, do. 34, do. 32½, 2 do. 32, one 31¼, do. 29½, do. 28, do. 28, do. 26, 2 do. 25, 3 do. 22, one 20, &c. &c.

The weight of the squashes produced by this single seed was 408¼ lbs. viz. one of 43½ lbs. one do. 37½, do. 35, do. 30, do. 28, do. 26, do. 25, do. 18, do. 16½, do. 16; four others weighed 45¼, 9 others do. 60, and a parcel of smaller ones fit for feeding to cattle, 27 lbs. From the quantity of well grown unripe squashes set under 20 lbs. it is believed that had the early light frosts in September kept off two weeks, the crop would have exceed 1000 lbs. The shape of the squash is long, with a large protuberance on the blossom end; they bake as readily as apples, are very sweet, and are excellent as sauce or in custards.

The kind is thought to be new here. A lady of Donegal, Lancaster county, was presented with some of the seeds at the same time.

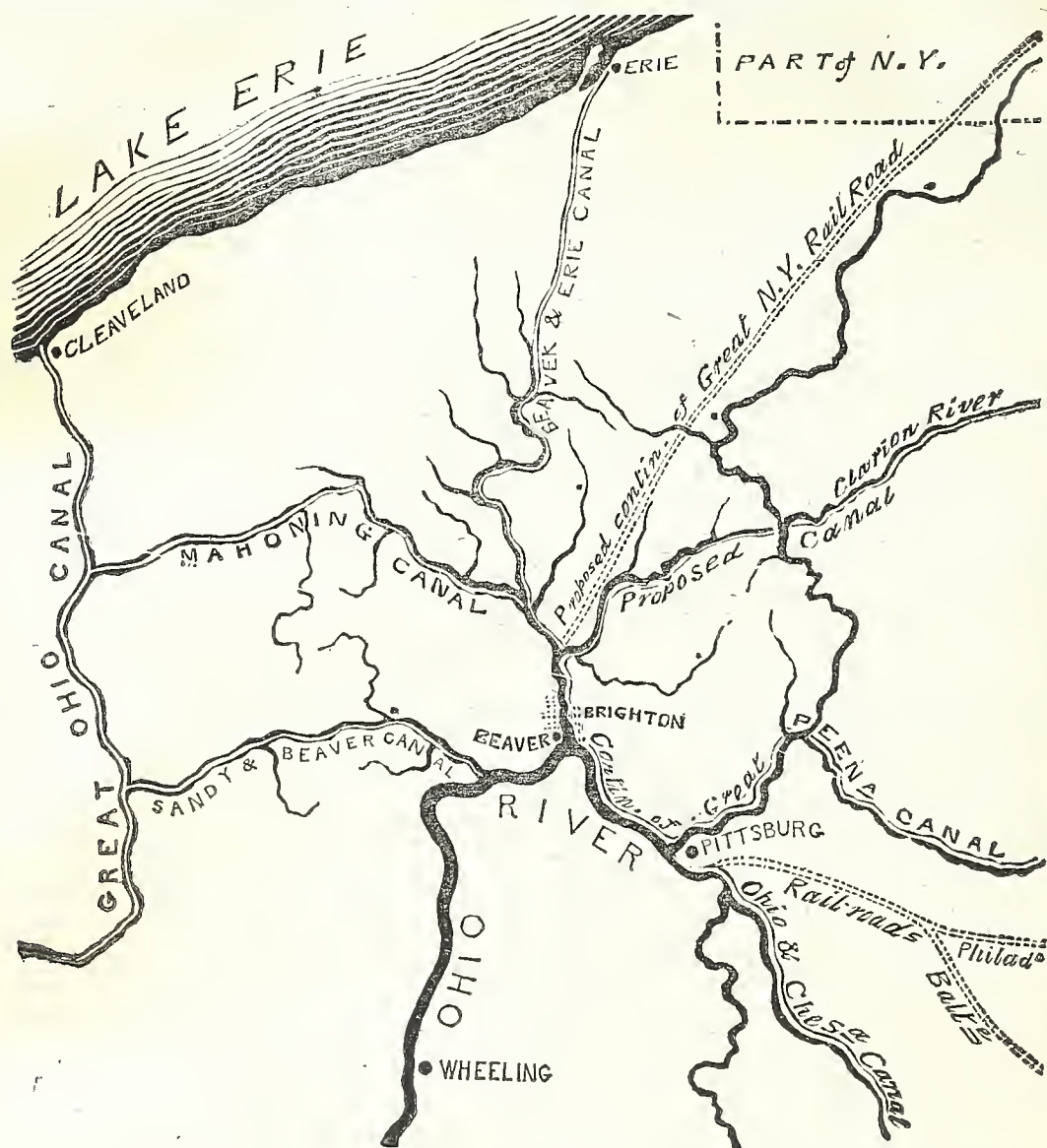
One of the above squashes weighing 37½ lbs.* will be left a short time at the Washington Hotel, for the inspection of the curious.

LANCASTER COUNTY PRODUCTS.

LARGE CAULIFLOWER.—We were shown a Cauliflower, a few days since, grown by Mr. John L. Wright of this borough, which exceeded any thing of the kind we have seen noticed. Its weight, as taken from the garden, perfectly clean of earth, &c. was 42½ lbs., and it measured after being divested of leaves—largest diameter 36 inches—smallest do. 28.

LARGE RADISH.—A Radish which grew on the premises of Mr Samuel Boyd, of West Hempfield township, can be seen at the Sorrel Horse Hotel. It weighs 9 lbs. and measures about 19 inches.

* This squash is not noticed on account of its size, for being new 'tis not known how large they grow. It is believed this one if fully ripened would have been the largest on the vine, and probably have weighed fifty pounds. When ripe, they have a roughness over the whole surface, resembling the nutmeg canteloup.



Some few weeks since we took occasion to give a brief description of that interesting portion of our country, embracing the Valley of the *Big Beaver River*, and more particularly the flourishing towns near its mouth. The above chart intended to elucidate the particular features and susceptibility of improvement of that section, was not then prepared for publication,—we therefore introduce it at this time, and hope it may be acceptable to our readers.

It represents a portion of the great northern bend of the *River Ohio*, in its nearest approach to the Lakes; which can be more fully seen by a reference to other maps. The waters of the Beaver River, interlock with the Conneaut Creek which empties into Lake Erie, not far from the town of Erie on the lake; and it is intended to complete that section of Beaver and Erie Canal which was commenced some years since but not yet completed—yet it is scarcely doubted that the Legislature will authorise the work at its next session.

The *Mahoning Canal* to connect the Ohio Canal with the Pennsylvania improvements, is now being actively operated on, and will be finished in a year or two.

The *Sandy and Beaver Canal*, which will terminate at the mouth of *Beaver River* is also in rapid progress. These two canals are calculated to drain the products of that rich portion of the State of Ohio, extending along the great line of its Canal from Lake Erie to Portsmouth—as well as the neighbourhood of the Mahoning, and of Sandy and Beaver Canal; and a great tract of rich country which has hitherto poured its treasures into the lap of New York, by the way of the lakes and her Erie Canal.

It is known that a great rail road is projected and partly located, to extend through the Southern range of the counties of New York. Whether the continuation to Erie and Cleveland, Ohio, or to the Mississippi will ever be accomplished, is

yet unknown; but one thing is certain that a still shorter cut will extend it to the Ohio River, through the Valley of Beaver. Travellers and goods destined for the lower counties of Ohio, or Kentucky, Tennessee, and the Valley of the Mississippi, will require but one transhipment by this route, by the other, three; and that there will be an immense trade and travel, through this great thoroughfare, there can be no doubt.

Another magnificent improvement has been suggested, by which goods can be carried by canal all the way from the seaboard to the western waters, without changing to rail road cars, and again to boats. It is through the Delaware and Lehigh Rivers, the Nesquebec Canal uniting the Lehigh with the North branch of the Susquehanna, up the West branch of the Susquehanna, and thence by a proposed canal to Clarion River, which falls into the Allegheny, near the head waters of Slippery Rock, a branch of Beaver River, thus embracing an admirable combination of streams which with little labour and expense, compared with the magnitude of the object, will form a continuous route from New York and Philadelphia, to the Ohio, at Beaver.

The great Pennsylvania improvements completed between Philadelphia and Pittsburgh are well known. A rail road from Philadelphia to Columbia is already in successful operation, and it is believed that an act will be passed at the next session of our legislature for continuing it to Pittsburgh, which will give a great additional facility to travelling between the east and the west.

The Baltimore and Ohio rail road will, it is believed be extended in a very few years to Pittsburgh—it is now completed as far as "Point of Rocks."

The Chesapeake and Ohio Canal, is also in a train of progress, and will connect with the Ohio River at Pittsburgh by the way of Youghiogeny.

It will therefore be seen that this section of the United States is the Focal centre of an extraordinary system of internal navigation and intercourse by rivers, canals, rail-roads and lakes, from which centre diverge in every direction, outlets for the products of its rich soil, its mines and the manufactures formed by means of its superior water power.

Although this region has hitherto been singularly neglected, and not a twentieth part of its water power occupied, yet within about four miles of the foot of the falls there are between 30 and 40 mills and manufacturing establishments, which must doubtless be increased to double that number in a very few years, as the demand is rapidly increasing and the facilities connected with it, unrivalled in cheapness.

On page 190 of the present volume, we have inserted a portion of Correspondence on the subject of the ground rents in Lancaster. We have lately received a printed sheet containing the following continuation which is published as a part of the history of Lancaster.

THE LANCASTER GROUND RENTS.

Report of the Correspondence between the Committee appointed by the Lot Holders of the City of Lancaster and the Proprietors in relation to the Ground Rents.

The Committee appointed by the Lot holders of the City of Lancaster, on the 27th of July last, have, in obedience to the request contained in the resolutions adopted by a public meeting on the 21st of September, opened "a correspondence with the heirs of the Hamilton estate, and their agents in Philadelphia, in order to effect a compromise between them and the Lot holders," concerning the ground rents. They now respectfully present this correspondence to their constituents. Whilst they regret that they have been unsuccessful in their efforts; they feel conscious that they have done their duty, and trust that their conduct will obtain the approbation of the Lot holders.

They also submit a note, placed in their hands by Emanuel C. Reigart, Esquire, on the 9th instant, addressed by him to his principals, with their answer.

JAMES BUCHANAN,
AD'M REIGART,
SAM'L DALE,
REDM'D CONYNGHAM,
AMOS ELLMAKER,
JOHN F. STEINMAN,
SAMUEL HUMES, Jr.

Lancaster, 29th October, 1835.

(No. 1.)

Proceedings of the Town Meeting.

In pursuance of public notice, given by the Committee of one hundred, the Lot holders of the City of Lancaster, met at the Court House, on Monday evening, September 21st, 1835, being an adjourned meeting. John Mathiot, Mayor of the City, Jacob Rathfon and George Lewis Mayer, the officers of the public meeting held on the 11th inst. were, on motion, unanimously requested to officiate.

Geo. Louis Mayer, Chairman of the Committee of one hundred, reported the following Resolutions:—

1st. *Resolved*, That we unequivocally reject the proposition as contained in the letter of E. C. Reigart, Esq. of the 7th inst.

"2d. *Resolved*, That as the arrears of ground rents were not produced by any act of ours, we are impelled by a sense of duty to deny the equity of their collection; and positively refuse their payment.

"3d. *Resolved*, That in case the Proprietors relinquish the arrears of ground rent, we will individually agree to buy out their rights at the following rates, to wit:—We will pay fourteen years purchase on all full lots charged with a ground rent not exceeding fourteen

shillings sterling; and twelve years purchase on all full lots exceeding that sum. We will also agree that these terms shall embrace no Lot holder, who shall not accept them before the first day of May next, by paying the cash, or by securing the amount unpaid by mortgage on the property out of which the ground rent proceeds.

"4th. *Resolved*, That the committee appointed at the town meeting on the 27th of July last, in whose integrity we have the fullest confidence, be respectfully requested to open a correspondence with the heirs of the Hamilton estate, or their agents in Philadelphia, in order to effect a compromise between them and the Lot holders, according to the proposition made in the third Resolution.

"5th. *Resolved*, That sub-committees of four in each ward be appointed to obtain signatures from all the Lot holders to the foregoing propositions."

Which Resolutions being separately read were unanimously adopted by the meeting.

In accordance with the 5th Resolution, the following sub-committees were appointed, viz:—

For North East Ward—George Daly, Henry Keffer, John Leonard and S. E. Gundacker.

North West Ward—George Musser, P. V. S. Vorhis, Wm Buckius and George Kuntz.

South East Ward—Martin Foltz, Neal Laggan, Adam Metzgar and B. McGonigle.

South West Ward—David Lepkichler, Jacob Leibley, Thos. Jefferies and Chas. Gillespie.

JOHN MATHIOT, *President*.

JACOB RATHFON, *Vice President*.

Attest,

GEO. L. MAYER, *Secretary*.

(No. 2.)

Letter of the Committee to the Proprietors.

To Miss Mary Hamilton, General Thomas Cadwallader, and Hartman Kuhn and Henry Beckett, Esquires.

Lancaster, 13th October, 1835.

The committee appointed by the Lot holders of Lancaster, have now the honor of enclosing to the Proprietors and their Representatives in the City of Philadelphia, certain Resolutions, which were unanimously adopted at a meeting of the Lot holders, on the 21st of September last. We address ourselves directly to you, and not to your agent here,—because such has been the command of our constituents.

These resolutions would have been transmitted to you sooner; but it required some time for the committees appointed in the different wards, to go from house to house, and to obtain the signature of each Lot holder to the proposition which we are about to submit. This we deemed indispensable, lest you might apprehend that what a public meeting had done to-day it might reverse to-morrow. Besides, many of the Lot holders, at the first, believed that the terms proposed were extravagant; and although no open opposition was made to them at the public meeting after they had been fully explained, yet many went away dissatisfied. The Ward committees have since been able to satisfy all such individuals, and have obtained their approbation. Should the proposition be accepted at the present time, we apprehend no difficulty in having the whole arrangement completed on or before the first day of May next. Indeed, a very large proportion of the purchase money would be paid immediately and the remainder would be amply secured. On the other hand, should it be rejected, we are all most decidedly of the opinion, from a perfect knowledge of the Lot holders, that the embarrassments attending the subject will be greatly increased, whilst no hope can be cherished that more favourable terms will ever be offered. Should the proposition be accepted, we will immediately deliver to you the agreements, signed by the Lot holders, binding themselves to comply with the terms offered.

You will perceive by the first Resolution, that the Lot holders have unanimously and unequivocally rejected the proposition made to them by Emanuel C. Reigart, Esquire, in his letter of the 7th of September. It contained no offer to relinquish any portion of the claims of the proprietors to the arrears, and amounted to nothing more than an engagement that they would proceed with humanity towards the poor; a position which could not have been doubted, without any such engagement.

We now proceed, in behalf of our constituents, and in obedience to their instructions, to submit to you their proposition. It is this:—

If you will relinquish the arrears of ground rent, the Lot holders have individually agreed to buy out your rights at the following rates, to wit:—they will pay 14 years purchase on all full lots charged with a ground rent not exceeding fourteen shillings sterling, and twelve years purchase on all full lots exceeding that sum.—They have also agreed that these terms shall embrace no Lot holder who shall not accept them before the first day of May next, by paying the cash, or by securing the amount unpaid by mortgage on the property out of which the ground rent proceeds.

We deem it unnecessary to repeat what we have already said upon this subject, in our letter to Mr. Reigart of the 2d September. Our views remain unchanged: and we are still more fully convinced than we then were, that your acceptance of the present proposition will present the only means whereby the estate in the ground can be rendered of any real value.

As neither the proprietors nor their trustees in Philadelphia, can form any adequate idea of the unanimous and fixed determination of the Lot holders of Lancaster never to pay the arrears of ground rent unless extorted from them by the final process of the law, nor of those equitable circumstances in their favor, which have rendered this final determination just, the members of our committee, or a y of them, will visit Philadelphia, should it be desired by you, and make any further explanations which may be necessary.

Yours, very respectfully,

JAMES BUCHANAN,
ADAM REIGART,
SAMUEL DALE,
AMOS ELLMAKER,
JOHN F. STEINMAN,
SAMUEL HUMES, Jr.

P. S. This letter has been delayed on account of the absence of Mr. Conyngham. He has still not returned, and it is sent without his signature.

(No. 3.)

Reply of the Proprietors to the Committee.

To the honorable James Buchanan, Adam Reigart, Samuel Dale, Amos Ellmaker, John F. Steinman, and Samuel Humes, Jr. Esquires.

PHILADELPHIA, Oct. 24, 1835.

Gentlemen—On 20th instant, we had the honour to receive your communication of 13th, postmarked 19th instant, enclosing a copy of the resolutions of sundry Lot holders in Lancaster,—to which circumstances have prevented an earlier reply.

Mr. Reigart's letter of 7th ult. to which you refer, was fully approved by his constituents. It is true, as you state, that this letter contains no offer from the proprietors of the rents to relinquish any portion of the arrears due to them; and it is perhaps true, as you also state, that the letter amounted to no more than an engagement to proceed with humanity towards the poor. When that letter was written, we had not received the assurance with which we are now favored, that this position could not have been doubted without any such engagement, although the past conduct of the proprietors of the rents towards the Lot holders, would fairly have entitled them to

the good opinion in this respect, which you are kind enough to bestow upon them.

The legal right to the arrears of the rents being open to no dispute, we took it for granted, in our conferences with Mr. Reigart, that no Lot holder rich enough to be able to pay them without difficulty, would desire to avoid or even to delay payment. In doing this we relied on the Lot holders' sense of justice and respect for the laws. We did not even take into consideration, what we might also have supposed, would be their unwillingness to incur the addition of interest, and the cost of burden and defending legal proceedings, in which they must expect to be ultimately unsuccessful. Our views were therefore naturally directed to the case of the poorer Lot holders, as those on whose behalf, we assumed that your intervention was intended to be chiefly made. Mr. Reigart entertained the same views, and interpreted in the same manner, the motive of your original communications to him. While, therefore, his letter of 7th ult. is sufficiently explicit on the subject of all the arrears, it treats principally of those due by the poorer Lot holders. In the case of persons able to pay, without difficulty, the amount of arrears due by them, the proprietors of the rents, could not, as we conceived, be reasonably expected to relinquish what justly belonged to them, and were unwilling to believe that it was intended to ask them to do so.

Mr. Reigart's letter having mentioned the time before which no legal proceedings would be instituted, we shall be pleased to learn that an amicable adjustment can be effected before that time, on the liberal terms mentioned in that letter. We have no other terms to offer. We have no doubt that a just and proper view of the subject will be taken by many of the Lot holders:—and we are prepared to do what may be necessary for the purpose of asserting and maintaining the lawful rights of the proprietors of the rents in other cases.

For these reasons we respectfully beg leave to decline taking into consideration the proposal contained in your letter. We send to Mr. Reigart, by this mail, a copy of it, and a copy of this reply.

We remain, Gentlemen,

Yours, very respectfully,

MARY HAMILTON,
HENRY BECKETT,
HARTMAN KUHN,
T. CADWALADER.

(No. 4.)

E. C. REIGART TO THE PROPRIETORS.

To Miss Mary Hamilton, General Thomas Cadwalader, Henry Becket, and Hartman Kuhn, Esqs.

I am informed that a portion of the citizens of Lancaster assert and believe that I have purchased the Hamilton Estate at this place. May I beg the favor of you to state how the fact is, and in what relation I stand to yourselves?

I am, very respectfully, yours,

E. C. REIGART.

Lancaster, 29th September, 1835.

Answer of the Proprietors to E. C. Reigart, Esq.

Mr. Reigart has made no purchase of ground rents of the Hamilton Estate at Lancaster—and has no interest in the collection of arrears of ground rent, as attorney or agent.

MARY HAMILTON,
for herself and as executrix for Margaret Hamilton, deceased.
T. CADWALADER.
for the Estate of A. Hamilton, and the Trustees, of
R. O'Beirne.
HARTMAN KUHN,
HENRY BECKETT.

WILLIAM PENN.—By J. K. PAULDING.

Among all the venerable characters connected with the early settlement of this country, that of William Penn stands, perhaps, most conspicuous, for its beautiful simplicity, its sober, yet, at the same time, unquerable perseverance; its invincible moral courage, coupled with its mild philanthropy. Exiled himself by persecution, he never persecuted others; the victim of overwhelming zeal or inexorable bigotry in one quarter of the world, he brought with him into another not that spirit of vengeance which so often prompts men to practise in their strength what they suffered in their weakness—he laid the foundation of his empire in the wilderness, on the basis of equal and universal toleration. He had demonstrated the sincerity of his own faith by sacrifices and sufferings, and did not think it necessary to offer up human victims to prove his devotion to that Being whose most beautiful attribute is forgiveness. It is believed he never broke his word with men, and in all his intercourse with the red children of the forest, he kept his faith with them, as he had done with his Maker. No one can ever forget that famous treaty with the untutored savages, of which it was said with equal truth and severity, that “it was the only one not ratified by oaths, and the only one that was never broken.” The old tree which witnessed this memorable phenomenon, is decayed and gone; but the spot where it grew is connected with true faith and philanthropy, and the event which occurred beneath its wide-spreading shade is recommended to all future time, by the simplicity of its grandeur, and the sublime moral it conveys.

WESTERN TRADE.

A gentleman of this city has sold a lot on Ashton street, running into the Schuylkill at the corner of Filbert street, the proceeds of which paid for a water lot on the Delaware below Lombard street, of equal size. The former entirely unwharfed or improved otherwise, the latter has a wharf and large stores erected on the same. It was predicted not long since, that the time would come when the Schuylkill front of the city would be more valuable than that of the Delaware.—*Com. Herald.*

BANK DIVIDENDS FOR THE LAST SIX MONTHS.

Girard Bank,	4 per cent.
Schuylkill Bank,	4 do
Mechanics' do.	6 do
Kensington do.	5 do
Manufacturers and Mechanics' do.	4 do
Commercial do.	4½ do
Farmers and Mechanics' do.	4 do
Philadelphia do.	3½ do
Western do.	3 do
Southwark do.	5 do
Moyamensing do.	5 do
Northern Liberties	6 do
Penn Township	5 do
Farmers Bank of Bucks co.	4 do
Manayunk & Flat Rock Turnp. Co.	3 do
Cheltenham & Willow Grove do.	2½ do

FRESHET.—The Allegheny river, last week, above the mouth of French creek, was from four to six feet higher than in February, 1832. The streams below were not unusually swollen. At this place it fell short of the great flood 2 feet 2 inches.—*Kittanning Gaz.*

From the American Daily Advertiser.

VENANGO COUNTY.

Mr. POULSON.—Having lately returned from a visit to the above county, permit me through the medium of

your valuable paper, to offer a few remarks, which may not be unacceptable to some of your readers.

Venango contains, perhaps, the greatest quantity of mineral products of any county within our state; and all that is wanted to render it valuable, is the enterprising hand of man to make a right use of its natural advantages. There are now already ten furnaces in active operation, and two bloomeries to convert the pig metal into a malleable state. There are also several foundaries where large quantities of castings are annually manufactured and sent to market.

Another great advantage possessed by this county is its valuable and abundant supply of water; the Allegheny river furnishing great facilities for the transportation of the produce of the furnaces and the farms to a ready market, by the union of its waters with those of the Ohio; thus giving the inhabitants of this and the neighboring counties, the choice of markets lying between Pittsburgh and New Orleans. The Allegheny river passes diagonally through the county, and in its course receives various tributary streams, among the most important of which may be named the waters of the Pionesta, Hickory, Hemlock, Sugar and Sandy. Oil and French Creeks, the greater part of whose streams are navigable for boats and rafts for many miles into the interior of the country—Oil creek being navigable for more than forty miles from its mouth. French creek forms part of the great line of the Pennsylvania Canal, and is improved by lock water navigation throughout the whole extent of its passage through this county. This creek is regarded as the natural route of the canal to Lake Erie, and will undoubtedly form part of the extension to the lake.

Franklin, the seat of justice for the county, is situated at the junction of the waters of this creek with the Allegheny river. It was laid out into about seven hundred lots, by a commissioner appointed under an act of Assembly of 18th of April, 1795. It has an industrious, thriving and rapidly increasing population. It has a stone court house and jail, and, as an evidence of the morality of the inhabitants, it may be mentioned, that the latter building is now, and has been for the last four months, without an occupant.

The Episcopalians, Methodists and Presbyterians have each erected their respective houses of worship at this place. There are now seven stores in the borough, all of which appear to be doing an excellent business, and giving evidence of the rapid growth and improvement of the surrounding country. The streets are wide and airy, and intersect each other at right angles. There has been a communication between this place and Pittsburgh, by means of steam boats on the Allegheny river; it is now suspended, but will no doubt be resumed ere long.

The Susquehanna and Waterford turnpike passes through this place, and the mail stage runs three times a week; besides this, there are six weekly arrivals of mails on horseback. One of the largest furnaces in the county is located at this place, and by the exertions of the enterprising proprietor, is kept in active operation, giving employment to upwards of two hundred hands.

Venango county belong to the sixth judicial district of which Judge Shippen is president; and the courts are held on the fourth Monday of February, May, August and November.

Possessing, as this county does, all the advantages of a fertile soil; an abundant and never failing water power; great mineral wealth, and the choice of some of the best markets in the Union for its products, what better situation, we ask, would the enterprising and industrious emigrant find for the investment of capital, or the available employment of industry, than this county? and what greater additional inducement could be offered, than that of its salubrious and healthy atmosphere?

H.

FALLSTON, PA. Oct. 27.

THE FRESHET.—The sudden rise of the Beaver, last week, was one of the most destructive that has occurred for many years past. Such an unusual freshet was unexpected to our citizens who were consequently unprepared to meet its fury. A few yards of the new wall and embankment of the Fallston Race, owing to the unguarded condition of the head gates was swept off. In the loss of logs, lumber, &c. some of our citizens have suffered severely; the loss of Messrs. Lukens & Townsend, alone, is estimated at 500 dollars. The factories, we are happy to say, however, have received little or no injury, and energetic measures are now being taken by our enterprising citizens to repair the injury to the race, and we hope, in a very short time, to see our works again in active operation.

The damage to the public works along the line of canal to Newcastle, we are informed, is very heavy. The high embankment between Dam No. 4 and Lock No. 9, is entirely washed away; to repair this alone, it is estimated by a gentleman well qualified to judge, will cost at least \$1,500. Some of the locks on the line have been very much injured—the one near Coneque-nessing dam, we are told, is nearly demolished. The towing path, the whole distance of slack-water navigation, was completely inundated and very much damaged; in some places, no traces of it are left. From the extent of the damage there is little probability that the canal will be rendered navigable before spring.—*Gazette*.

FOXITE POTATOES.—"Mr. Barclay Ivins, who resides in Penn's Manor, Bucks County, brings weekly to this market some of the real Foxite Potatoes, of a quality that may challenge competition. They are sound and mealy, and of the best flavour which that, the best kind of potatoes, can ever boast."

Of the growth and products of this necessary and valuable species of vegetable, we may be allowed to say, from observation and information, that it has rarely been exceeded in any former season. The crops are unusually abundant, and generally of a most excellent quality. The same may be said of the crops of apples, and turnips, beets, &c. The quantity of buckwheat exceeds the average crop, and will, in some measure, supply the deficiency where the corn crops have suffered by the cut worm. The season has been remarkably favourable for the Farmer, and the fall work in consequence, is in a great state of forwardness. With the husbandman, we rejoice and feel glad to hear of his abundance, and anticipate a continuance of the present favourable state of the markets, that he may realize a liberal and fair compensation for the toils and labours of the year.—*Bucks Co. Intel.*

From the Philadelphia Gazette.

Mr. Editor:—Observing in the daily papers, a day or two since, a notice of a sale of property on Schuylkill, a water lot at a large price, permit me to remark another change of prices in lots, of which I was informed. A lot on Broad street, of about 3 acres, sold, 8 months since, for \$4000; in June last, resold for \$9000; a few weeks since, it was resold to a respectable and enterprising gentleman of our city, for \$25,000, and upon which, I understand, he has been offered a profit. This, I think, may be considered an evidence of the value that must in a short time be added to the property on that beautiful street, and which must soon be the great depot of Rail Road business in this city, and when Broad street shall be opened to the river Delaware, will make it much more valuable and beautiful; and in a few years, judging from the 2 or 3 years back, we may expect to see large brick stores and dwellings erected upon its front from Vinc street to the Delaware, receiving all the immense products of the west and

south west into the lap of our fair city. And, by the way, I would suggest to the owners of property on Broad street, to have a row of shade trees planted on both sides of the street, down to Federal street, which would add to the value of their property, at a trifling expense, and the public will appreciate the advantage.

Yours,

A SUBSCRIBER.

The following gentlemen are stated to be the only survivors of that worthy band, who were members of the Convention and signed the Constitution of Pennsylvania.

1. James Ross, Pittsburgh.
2. Charles Smith, Philadelphia.
3. John Gloninger, of Lebanon.
4. Thomas Bull, Chester county.
5. Albert Gallatin, of New York.
6. Jonathan Shoemaker, near Baltimore.—*Commercial Herald*.

The Mint.—We learn that a new die for the coins of the United States, is now in a state of preparation, and will be ready for use in the ensuing year. The design was prepared by Sully, and is said to be exceedingly beautiful. It is a full length image of the Goddess of Liberty, in a sitting posture, with one hand resting on a shield containing the coat of arms of the United States. On the reverse, will be the American Eagle, as at present, without however, the shield and coat of arms with which his breast is disfigured, and which somewhat resembles a gridiron, exhibiting the bad taste of broiling a bird with his feathers on. The first coin struck with the new device will be the *dollar*, of which there have none been coined for thirty years.

A letter from an Engineer on the Pennsylvania Canal, states that the travelling over the portage rail-road, of passengers cars during the last year, has been 600,000 miles.

Appointment by the Governor.

Roberts Vaux to be an associate Judge of the Court of Common Pleas of the county of Philadelphia, in the place of the Hon. Jonathan T. Knight, resigned.

The transit took place on Saturday Nov. 9, according to predictions, though from the state of the weather it was only partially observed.

From the U. S. Gazette, Nov. 13.

A little girl, the daughter of a respectable soap-boiler in Kunkle street, was yesterday run over by a baggage car, on the Willow Street Rail Road, near Front street. The wheel passed directly over the thighs of the child, and cut them nearly off. The sufferer was taken home with little hopes of recovery.

Susquehanna.—This flourishing and intelligent county contains 3592 *taxables*—no slaves—and three deaf and dumb persons. The amount expended for public schools is—State appropriation \$764 65 cents—county \$1529 30; amounting to \$2393 95 cents.—*Harrisburg Chronicle*.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 21.

PHILADELPHIA, NOVEMBER 21, 1835.

No. 411.

From the United States Gazette, Nov. 13.

THE REGATTA.

For the last few weeks, the committee appointed to make preparations for the Regatta, have shown that the power was delegated to proper hands. The arrangements were made with caution, but promptness; and full notice was given from time to time, of the adoption of any resolution which had a bearing beyond the immediate action of the committee. The spirit excited by the announced arrangements, has been manifested in old and young who had the least claim to nautical skill, or even pretended to understand the use of an oar. Our younger friends who amuse themselves occasionally with water craft, though not included in the arrangements for the Regatta, have shown themselves deeply interested in the whole matter, by preparing their dresses, girding themselves with their shining belts, and occasionally bracing themselves as if at the oar. The ladies talked of the Regatta as of an event to form an epoch, and even we old folk, who have long since resigned the laboring oar, and *trust* to the *scull* for means to get *a-head*, caught a part of the enthusiasm, and sighed as the deep dark clouds of Wednesday sent down their watery treasures, and the wind seemed to promise an interference with the plans of the Regatta committee.

But the day opened clear and delightful, and a bracing wind from the northwest admonished of the necessity of outer garments.

As early as eight o'clock in the morning, pedestrians, male and female, were seen wending their way towards the Schuylkill, each wearing that set earnestness of look which denotes a determination to reach a certain object. By nine o'clock the current was strong up Chesnut, Market, and Arch streets, and here and there a vehicle was seen dashing along with expectant riders. Before ten o'clock, the omnibuses were crowded, "alow and aloft, stem and stern." The driver in front was crowded from his seat, the inside crammed, the top covered, and the steps in the rear were clung to, by divers persons who dreaded to be left behind, and the Star Spangled Banner floated in triumph over the motley group. Old men and young, male and female, joined the current, and every sort of conveyance, from a hand cart drawn by a jackass to a splendid private carriage, swelled the stream of anxious pilgrims.

The shores of the Schuylkill near and above the water works, gave evidence of the disposition made of those who had left the city. Fair-mount on this occasion deserved its name, and all the coins and vantages of the water works were thronged with gay expectants; every position attainable on the banks of the Schuylkill, every eminence overlooking, and every point projecting into the river, was thickly studded with people, while the roads, lanes and by-ways were crowded with horses, gigs, wagons and coaches; nor was the bosom of the river, wide and placed as it is, without interest; hundreds who had determined to watch the first movements of the contest, had possessed themselves of boats, and were plying

"Upward and downward, thwarting and convolved."

Here a little skiff shot across the track of a barge;

and there an anonymous fell behind a canoe. The halloo of one company was responded to by another at a distance. There, too, was the jibe that provoked retort,

"And the loud laugh that spoke the vacant mind."

But as the time for commencing the race approached, the visiting boats swept away to the banks, and the course was left clear for the contending barges, which were seen occasionally lying quiet upon the water, and then starting off obedient to a sluggish application of the oars to the water—shooting ahead to regain what had been lost by the current, or to allow of a little exercise to the rowers.

At length the arrangements were made for the starting of the boats of the second class, the *Ariel*, the *Nymph*, the *Dolphin*, and the *Neptune*. They were brought abreast a short distance above the dam, and at about half past eleven o'clock, the signal was given for a start, and the forms of the youthful competitors were seen moving in rapid harmony, while the slight boats seemed almost to spring from the water, as they gave their strength suddenly to the oar.

The *Ariel* came in ahead about a boat's length, and took the first prize of this class, viz: the silver cup.—The *Nymph* took the second prize, the flag presented by Mr. De Beaufre.

At length the boats of the first class were summoned to the starting position. They dropped into their respective places like creatures of life, and curved, pitched and rose to the short waves, which the blustering north wester had awakened, as if they were impatient for a start, like a steed champing his bit and pawing the ground for a single relaxation of the rein.—The appearance of the boats at this moment was truly splendid. They were displayed from west to east, in the following order:—The *Cleopatra*, *Imp*, *Sylph*, *Falcon*, *Metamora*, *Aurora*, *Blue Devil*. The following is an account of the appearance of the boats and the crews.

Cleopatra.—Boat—black, striped with gold. Dress—dark trowsers and check shirt, with blue collars, starred with gold.

Falcon.—Boat—black, striped with white and blue. Dress—dark trowsers and white shirt, and cap to match.

Sylph.—Boat—Orange, with red gunwale. Dress—dark trowsers, and pink striped shirts, and red and white caps.

Blue Devil.—Boat—black, with broad gold stripe.—Dress—dark trowsers and sky blue shirt, and cap faced with white.

Metamora.—Boat—black, with broad gold stripe.—Dress—dark trowsers and deep blue shirt, trimmed with white; and leopard cap.

Aurora.—Boat—sky blue, gold stripe. Dress—dark trowsers and broad striped white, and black shirt, and cap to match.

Imp.—Boat—black, with broad red stripe. Dress—dark trowsers, and red shirt and cap.

At 27 minutes past 12 o'clock, after due time for preparation had been consumed, and the oarsmen had braced their feet, and bowed themselves, and struck ar ahead their oars into the water—the signal for start-

ing—a gun—was heard. Every muscle was bent—every head came up—and every boat sprung forward, as if alarmed by the echo of the cannon. Forward they struggled—every man drawing his oar as if the success of the whole race depended upon his single stroke, and the coxswain watched with an anxious eye, the point and bearing ahead that indicated the nearest approach to a straight line, while the rapid motion of the barge made her as obedient to the slightest touch of the helm, as if she was a thing of intelligence.

Onward they drove—every muscle strained for victory, and every nerve thrilling with hope—

“Oh who can tell, save him whose heart has tried,
And danced in triumph o’er the waters wide,
The exulting sense—the pulses’ madd’ning play,
That thrills the Wanderer of that trackless way.”

The whole shot round the point above and opposite Pratt’s garden, and were lost to those who had occupied a position near the dam; but their appearance was hailed with loud acclamation by those who cheered the little fleet as it pressed rapidly and almost equally on; and the deep huzza was passed down the banks from group to group, or along the thick serrated columns of those who awaited their early return. In a few minutes, the renewed cheerings near the point, gave notice that more than half the race was accomplished, and the whole were returning. All eyes were strained to catch the first glimpse of the first boat, to be the earliest to cry huzza for the victor; but so close were the two first barges, that at a distance it was difficult to tell which had the advantage, though their motion was so rapid, so bird-like, that the uncertainty could not long remain; and amid the loud huazs of the assembled people, the *Cleopatra* shot in about 20 yards ahead of the *Falcon*. The other boats followed close upon the heels of the two first. The order of arrival was as follows:

<i>Cleopatra</i> ,	1,	time	20 m	00 s.	taking prize boat, ‘Prize.’
<i>Falcon</i> ,	2,	“	20 “	30 “	silver pitcher.
<i>Sylph</i> ,	3,	“	21 “	00 “	“slv’r gb’t by Wemyss.
<i>Blue Devil</i> ,	4,	time	21 minutes	30 seconds.	
<i>Metamora</i> ,	5,	“	21 “	45 “	“
<i>Aurora</i> ,	6,	“	21 “	47 “	“
<i>Imp</i> ,	7,	“	22 “	00 “	“

But two minutes expiring between the arrival of the *Cleopatra* and *Imp*.

It is gratifying to be able to state, after such a contest, and such an almost unprecedented assembly of people, that the whole proceedings were marked by the utmost harmony and good feelings, and no important accident to spectators, or those interested in the fetc, occurred to mar the pleasure of the occasion.

From the United States Gazette.

IMPROVEMENTS IN THE STATE.

Extract of a letter from a traveller in Pennsylvania dated,

Williamsport, Pa. Oct. 12th, 1835.

Dear Sir—In my last letter I gave you a sketch of my journey hither as far as Northumberland, where you know, the river divided into two branches, each of which is accompanied in its course by a fine canal, made by the state. There lay the Gertrude of Wyoming, inviting to an excursion up the North branch of the lovely valley, from whence she hails. But my destinies pointed in this direction, where, although I have met with no ground so classic, yet have I little to complain of in the sight-seeing way. The West branch retains the distinguishing beauties of Susquehanna scenery, which, however, is not so bold as that along the main river or North branch. For this reason it is all the better adapted to agricultural purposes, having a much greater portion of arable land in its vicinity. The neigh-

borhoods of Milton, a thriving town on the river, about 28 miles above Northumberland, and of Muncy creek, a little higher up, are particularly famous for their large and productive farms.

The flourishing town from whence I date my letter, is situated on the northern bank of the river, forty miles above Northumberland. Extensive plains divided into rich farms, stretch for miles above and below it, whilst the mountain spurs of the Alleghany into which the Southern shore suddenly rises, imparts a fine effect to the scenery. The houses are mostly of brick and generally built in good taste, a commendation which is particularly applicable to the Court house. The numerous stores seem to be extremely well stocked, and the place has altogether an appearance of thrift and bustle, which distinguishes it as a centre of considerable internal commerce. Many useful branches of manufactures are here carried on. In one establishment alone, I met with patent threshing machines, fans for cleaning the grain, corn-shellers, grain washers, and various other labor-saving contrivances, including one for paring apples. Connected with all this, is a foundry in which an extensive variety of iron castings are produced.

The site of Williamsport is nearly equidistant from the mouths of the Loyalsock and Lycoming creeks, which enter the river about six miles apart. Over each of these streams the canal is conducted by aqueducts of admirable structure, both as to firmness and symmetry. They are indeed imposing objects of art and monuments of the munificence of the State, as well as of the skill of those by whom they were planned and executed.

But the intelligent inhabitants of this locality are by no means disposed to pause and rest contented with the completion of their fine canal, great as its advantages undoubtedly are, whilst they see other enterprises ahead of perhaps still more importance not only to themselves but to the whole state, and especially its mercantile metropolis. They are now earnestly engaged in opening a convenient channel of intercourse and trade with the flourishing country to the north, by means of a Rail Road to Elmira, in the State of New York, a distance of 74 miles. The completion of this work is left to individual patronage and a company for the purpose was incorporated at the last session of our Legislature. In the multiplicity of Rail Roads made, making and projected, one may be pardoned for not knowing the specific importance of each one, and had I not been brought by accidental circumstances into this part of the State, it is highly probable that the peculiar advantages promised by the Williamsport and Elmira route might have remained unknown to me. At present, judging from what I have seen and from further information derived from the conversation of intelligent persons, I am convinced that this is an indispensable link in the chain of internal improvements, connecting them most advantageously with those of the central portions of New York, and in fact forming the most direct inland communication between the great northern Lakes and Philadelphia, Baltimore, Washington and even the city of New York.

The site of the road pursues the valley of the Lycoming, and thence directly over in a northerly direction to the Chemung river, and is the only pass by which a communication can be opened to the northward without climbing the summits of the Allegheny mountains. The elevation to be overcome in the whole distance, is only about 900 feet, and this so graduated as to require no inclined planes with stationary power. The whole distance may be easily traversed with locomotives.

In regard to the transportation likely to take place on this road, if we limit our view to the resources of the immediate section of country brought into connection, we find this portion of the State abounding with iron, coal and lime, all articles of the first necessity in the populous and flourishing section of New York, into which the road immediately leads. The present very bad com-

dition of the roads makes the carriage of heavy articles very expensive. At least \$36,000 a year are now paid for the transportation to the north, of iron alone, over the present road. The demand for coal in the same direction is very great, not only for the use of smiths, but for the Salt works, furnaces, manufactories, as well as domestic purposes. It is computed that at least 200,000 tons of the bituminous coal of this region would pass over this road, and meet with a ready market.—

This is but a limited view of the transportations demanded towards the north, the returns from which to the south must contribute important items to the profits of a rail road, and superior advantages to the country into which it leads. Salt and plaster are products, of New York, for which Pennsylvania will always eagerly exchange her mineral wealth. But it is impossible for me to give you any thing like an adequate idea of the commercial advantages depending upon the completion of this road, which is interesting to us in another point of view, as furnishing a convenient and most expeditious route to the Falls of Niagara and the northern Lakes. A line of rail road from Philadelphia through Reading and Pottsville to Sunbury, is now in a state of forwardness, and when this and the one from Williamsport shall be completed, the trip from our city to the Niagara, may be easily made in three days! This assertion may occasion you some surprise, but it is nevertheless not to be doubted. Leaving Philadelphia in the morning, it will be an easy task to reach Sunbury in the evening. Here, getting into one of the canal boats, running up the West Branch, and obtaining as much repose as is wanted, the traveller may reach Williamsport in the morning, and passing over the rail road to Elmyra, soon finds himself in a steamboat at the southern extremity of Seneca Lake; by this he will be landed at Geneva in the morning, thus completing the 2d day. Then taking the mail or other fast conveyance, the third day will suffice to complete the journey. When such an arrangement shall be finished, and that it soon will be, there is no doubt the amount of travelling between the north and south, for business and pleasure, must be exceedingly great. Hundreds will go then for one at the present time. Who indeed will stay at home that can go to the Niagara in three days, at a trifling expense, and be agreeably entertained the whole way?

But to return to the country from whence I write, what wonders of wealth lie yet undeveloped on this branch of the Susquehanna, where nature has lavished her favors with a liberality altogether unusual. Here we meet with agricultural advantages of the first order, extensive water power, inexhaustible mines of coal, iron, clay, and lime, the three first actually found on the 1st morning, in the same mountain. England, it is said, is enabled to produce and manufacture iron cheaper than any other country, mainly from the circumstance of having ore and coal in the same localities. What then is to prevent this section of our country from ultimately competing with England in her iron works? Already have some enterprises been set on foot, calculated to develop her resources. I allude more particularly to the manufacturing establishment raised by Boston spirit and capital, some 20 miles above this place, at Farrandsville, a thriving village, the site of which four years ago, was a wilderness. Now more than 300 miners and mechanics are employed in and about it, and the extensive scale on which the arrangements are projected, may be estimated from the fact that ten tons, or about \$1,200 worth of the single article of nails, are now produced daily. Works of this kind, established under such favourable circumstances, must prosper; and ultimately draw into requisition a vast amount of labour, which, as every one knows, constitutes the wealth of a country.

I have thus indulged myself in dilating upon some of the most prominent subjects presented to my view by a visit to this part of the State, knowing the interest you

take in every thing connected with the resources and prosperity of Pennsylvania. Should I write again during my absence from the city, do not expect another such disquisition upon internal improvements, as I shall endeavour to find some other interesting topics.

I remain very sincerely,

Yours, &c.

E.

NEW AND IMPORTANT INVENTION.

Among the many useful and scientific discoveries of the day, we are called upon to notice particularly, one which is said to be of inestimable value and importance. Mr. J. C. F. Salomon, of Pennsylvania, obtained a few days ago letters patent from the United States for a *Safety Steam Boiler*, so constructed that it would seem almost impossible that any degree of pressure upon it could produce its explosion. The philanthropist will receive the glad tidings of this invention as the dawn of a better day for the navigator and merchant, and contemplating the saving of human life and limb from destruction by the application of this ingenious invention, will hail the inventor as a public benefactor. Every scientific man who has seen the model, we are told, pronounces it unequalled in its importance. We insert an extract of a letter on the subject of the *Safety Boiler*, written to Mr. Salomon, by one of the most scientific mechanics of our country, and one too, to whom the public is indebted for several valuable inventions in other branches of machinery:—

“Dear Sir:—I have taken the liberty of addressing you on the subject of your newly invented Steam Boiler, and I assure you the more I examine the principles and mode of its construction, the more confident I am that in every sense of the word it is preferable to any I have ever seen before, and for strength and durability it cannot be surpassed. It presents a greater surface for the fire to act upon than the common cylinder boiler, and of course less fuel will be required, and from the peculiar construction of the boiler, the heat will act with double the advantage to what it would on a round cylinder boiler. In short, I think when this principle of yours is fairly tested, it will appear better in practice than in theory. Every man of science will give it the preference. The same weight of metal, I venture to say, cannot be put in any other form to contain as many cubic feet of water and have the same strength. It is my opinion that it will be capable of resisting almost any pressure of steam that can be conceived of.”

We understand that the ingenious inventor was not permitted to take out his patent without opposition, a claim for priority of invention having been alleged in behalf of another claimant. Mr. SALOMON was, however, enabled to prove an earlier period of publication, and the arbitrators, to whom the matters in question were referred, gave their award in favor of him. This circumstance is another evidence of the very great importance of the invention; for even the approval of a plan of machinery by a man of as much science and skill as COL. HUMPHREYS, (the other competitor,) would go far in recommending it to attention.

A full test will, we are informed, soon be made of this invention, and it is boldly predicted that the *Safety Steam-Boiler* will prove itself, if not the first, one of the first and most valuable inventions of the age.—*Nat. Intelligencer*.

PHILADELPHIA.

If the number of new buildings are to be considered a fair test of the increase and prosperity of a place, and there certainly can be no better criterion, Philadelphia may justly claim a decided triumph over her rich and flourishing rival. It is well known that the strike for the ten hours system among the journeyman mechanics

of this city in June last, prevented a large number of contracts from being made with the master mechanics, that would otherwise have been entered into—and has, consequently, materially reduced the number of buildings. Notwithstanding this drawback, we believe that the number of buildings erected and in progress this season, exceeds eleven hundred in the city and suburbs. In proof of this assertion we have ascertained personally, the number of dwelling houses, stores and manufacturing buildings built this season and in progress, between Market and Chesnut, and Spruce and Pine streets, and the Delaware and Schuylkill rivers; embracing one fourth part of the city proper, and about one eighth of the city and suburbs. Between Market and Chesnut street there are 13 five story, 76 four story, 28 three story, 3 two story, and 1 one story buildings—making a total of 121, besides one church commenced last year and now nearly finished, and 20 four story dwellings commenced last season but not yet completed. Between Spruce and Pine streets, there are 12 four story, 77 three story and 9 two story buildings, making 98, thus furnishing a grand total of 219 buildings, or more than one-fourth the whole number built in New York.—*Philad. Com. List.*

HIGH WATER—RAIN.

Last week we had unusually heavy rains. French creek was higher than it has been for 30 years. All the low grounds along it were completely inundated. Several bridges have been destroyed. The Mercer turnpike, where it crosses the Conneaut marsh, was completely overflowed. The enterprising mail contractor, Mr. Gill, deserves great credit for the exertions made use of by him to facilitate the progress of the mail, at the hazard of his teams, &c. A considerable quantity of hay and corn was destroyed—fences were swept away, and much injury otherwise sustained by the farmers. The valley of French creek exhibited the appearance of a mighty river.—*Meadville Courier.*

From the Charleston Courier.

CHARLESTON AND PHILADELPHIA LINE OF STEAM PACKET.

We take much pleasure in communicating the fact to our readers, that *thirty-five thousand dollars* of Stock for a Steam Packet to run between this port and Philadelphia, have been already subscribed, and only *twenty-five thousand dollars* more are required to be subscribed by the citizens of Charleston, to cause the work to be *immediately* commenced. We call upon our enterprising capitalists, to come forward promptly, in aid of this undertaking, and let not a moment be lost.

The model of the boat is placed in the Reading Room in State street, where the public is invited to call and inspect it.

As a strong incentive to our citizens to take up this enterprise with spirit, we state that the full amount for another boat to run in connexion with the one owned in Charleston, is *already subscribed*, and as soon as the keel of the Charleston Boat is laid, the other will be commenced.

We would take the liberty of suggesting that our Boat should be named the "Philadelphia, of Charleston," in compliment to our sister city.

From the New York American.

COMMENCEMENT OF THE NEW YORK AND ERIE RAIL ROAD.

It is with feelings of the highest satisfaction that we announce the important intelligence, that the construction of this great work was commenced on the morning of the 7th November instant, by breaking ground at sunrise, at the western extremity of section No. 200, on the Delaware river, in the village of Deposit.

The members of the Executive Committee of the Board of Directors, consisting of Messrs. J. G. King, P. G. Stuyvesant, S. B. Ruggles, and Wm. B. Lawrence, under whose immediate charge this duty was performed, report—that on the preceding day, forty miles of the work were put under contract pursuant to previous notice—that the sections (44 in number) were taken by twenty-six different contractors, of approved standing and experience, many of whom will proceed to commence the work without delay—and all of whom are required to do so, on or before the 15th of next month.

There were more than seventy contractors on the ground, and several offers to take the whole route.

The graduation of this particular section, is comparatively the most expensive of the whole line between the Hudson and the lake,—but for that, among other reasons, it was selected by the Directors as the portion first to be undertaken, in order to subject to a severe test, the correctness of the previous estimates. It has resulted in conclusively establishing the accuracy of Judge Wright, who, in his report to the Legislature, had estimated this division at \$9,500 per mile, and nevertheless, it has been now put under contract at prices short of \$8,500, and that too, at a season when the prices of labor and provisions are unusually high.

The aggregate saving in this forty miles, will be between fifty and seventy thousand dollars.

Encouraged by this very gratifying result, it is the intention of the Board, to press forward the work with all practicable despatch, and if possible to get ready another considerable section for contracts, before the fifteenth day of next month. The last lingering doubts as to the practicability of completing this great undertaking at a very moderate expense, must now be removed, and we cannot but congratulate the public and the stockholders, upon the flattering prospects thus opened to them.

NEW YORK AND ERIE RAIL ROAD.

The Board of Directors of the New York and Erie Rail Road Company, beg leave to submit to the Stockholders, their first

ANNUAL REPORT.

The Company was incorporated by the Legislature of New York, on the 24th day of April, 1832, with power to construct a Rail Road from the City of New York to Lake Erie,—to transport persons and property thereon,—to regulate their own charges for transportation,—and to take tolls on any part of the route as fast as sections of ten miles should be completed.

The line of the route is not otherwise fixed by the charter, save that it is to be confined at all times to the southern tier of counties of this State, commencing at the City of New York, or at such point in its vicinity as shall be most eligible and convenient therefor, and continuing through said counties, by way of Owego, to some point on the shore of Lake Erie, within this State, west of the Cattaraugus Creek.

In evident contemplation of the construction of the different sections of the work progressively, the Company, are allowed ten years from the date of their charter within which to finish one fourth part of the road—fifteen years for one half—and twenty years for the whole. By an amendment passed May 8, 1835, they are authorized to commence the road at any point on its route, which they may deem most eligible, and to use a single or double railway thereon.

Being authorized to construct single, double, and even triple tracks, and transport persons and property thereon, they are allowed to receive subscriptions of capital stock to the amount of ten millions of dollars; but, by an amendment passed April 19, 1833, are empowered to commence the prosecution of their objects, whenever one million shall have been subscribed.

The State reserve the right, after the expiration of ten, and within fifteen years from the completion of the

road, to take it, with its fixtures, for public use, on paying the cost thereof, to the Company, with interest at fourteen per cent. per annum.

No survey of the route had been made prior to the act of incorporation, but in the summer of 1832, a *reconnaissance* was conducted under the authority of the Government of the United States, by the late Colonel De Witt Clinton, which resulted in ascertaining that the supposed difficulties of the undertaking had been greatly overrated, and in presenting strong inducements for obtaining a more complete and accurate instrumental survey of the whole line.

It was at all times deemed desirable by the projectors of this enterprise, that the State should participate, in some degree, in the enterprise, for the purpose as well of diminishing the amount of funds necessary to be raised by private subscription, as of assuring protection to the individuals who might embark their means in the work. Whether the requisite assistance of the State should be afforded by a subscription from the public treasury to a portion of the stock of the Company, or a loan of the public credit at a low rate of interest, it was deemed important, and indeed essential, that the survey of the route should be conducted under the authority of the State Government, by engineers of its own selection,—so that any doubts might thereby be prevented, which the opponents of the proposed improvement could otherwise suggest, in respect to the accuracy or fidelity of the survey. An application being accordingly made during the session of 1834, a bill appropriating \$15,000 for the survey, and directing the Governor to designate the engineer, was passed on the 6th day of May, in that year, though not without an active struggle, and a close vote in both branches of the Legislature. In May, 1834, his Excellency Governor Marcy, appointed Benjamin Wright, of this State, to conduct the survey. He entered on his duties immediately after receiving the appointment, and previous arrangements having secured the speedy assemblage of an active corps of assistant engineers, the work was prosecuted with such assiduity, energy, and talent, that the survey of the whole line, 483 miles in length, was finished by the 15th of December in that year, and complete maps and profiles, with the Report, and estimate of Judge Wright, and his two principal assistants, were deposited early in January, 1835, in the office of the Secretary of State.

The plan of the route, recommended by that report, strikingly manifests the sagacity and ability of this experienced Engineer, and justifies the confidence reposed in him by the Governor. It was peculiarly important to secure the exercise of the soundest discretion in respect to an undertaking embracing so great an extent of line, in order, if possible, to lessen or avoid the lavish and unnecessary expenditures which had been too often witnessed on other public works, both in this country and Europe. To the examination of this branch of the subject, Judge Wright brought the full benefit of his long and varied experience, and it is to the successful results of his efforts in this particular, that the accomplishment of the enterprise will be mainly indebted.

The expenses of constructing a Rail Road, (excepting the cost of engineering and superintendence,) may be classified under the general heads, either of Land, Graduation, or Superstructure: denoting by Land, the cost of acquiring title to the land occupied by the railway and its appurtenances; by Graduation, the preparation of the roadway to receive the rail-tracks, by means of excavations, embankments, and bridges; and by Superstructure, the tracks and turnouts.

In the present instance, the route of the road traverses a country where land, as yet, is comparatively cheap; and, therefore, the heavy charges incurred in purchasing the Road-way, disturbing buildings, deranging city and village lots, extinguishing turnpike rights, and the other vexatious expenses incident to a

work passing through a district more densely peopled, will be greatly lessened, if not altogether avoided.

The cost of the Rail-track, on this as on any other Road, will vary according to the materials, more or less destructible, of which it may be constructed. Considering that the country, along much of the route, will afford unusually cheap and excellent supplies of timber, it has been deemed altogether advisable to adopt the plan of the iron rail to be laid upon wood, instead of blocks or sills of stones,—proceeding on the principle, that it will be better economy to replace, from time to time, the destructible portions of a work composed in part, of timber, than to incur a very heavy outlay, in the first instance, in constructing it wholly of iron and stone.

The reduction of expense to be thus obtained under the heads of Land and Superstructure, is the more important from the circumstance, that it is necessary for the purpose of securing a cheap and easy graduation to lengthen considerably the line of the Road.

It is under the head of Graduation, (which usually embraces much the largest portion of the cost of Rail roads,) that the efforts of Judge Wright to reduce the expense of the proposed work, have been most strikingly successful. The object of the graduation, is the conformation of the natural surface, by excavation or embankment, to the artificial grade or level prescribed by the profile of the work. The expense of that operation necessarily depends upon the cubic quantity of material, more or less, which the Engineer, in arranging the plan of the grades, may render it necessary to remove and transpose. It is obvious, therefore, that true economy requires the adoption, so far as it may be consistent with the objects and ultimate utility of the Road, of the existing grades presented by the surface of the country, and the selection of such course for the route, as may correspond most nearly with the line of the natural level. According to the theory of Judge Wright, it is better to avoid than to subdue great physical obstacles—to go around the hills rather than to go over or cut through them,—and to seek a cheap and easy graduation by a circuitous route, rather than encounter immense expense in shortening and straightening the line.

In laying out the proposed Road, if a straight course were pursued through the southern counties, from the City to the Lake, it is quite probable that its total length could be brought within three hundred and fifty miles,—and if the intervening elevations and depressions were cut down and filled up to an uniform level, regardless of the expense to be thereby occasioned, a Rail Road laid on such a line would undoubtedly attain the highest degree of utility, of which that mode of communication is susceptible. Such an attempt, in the present instance, would, however, be totally unnecessary,—because the objects of the proposed enterprise do not require such a work, and can be sufficiently and fully accomplished by the cheaper and easier Road, recommended by Judge Wright.

The public inconveniences which have led to the present undertaking, consist of the want, at all times, of a more direct and easy access to the Hudson River, from the Southern counties of this State, and the total deprivation, during four or five months of the year, of all available means of intercourse between this City and the Western States. It is obviously not necessary, in order to remedy these evils, that a Road shall be constructed, on which the transportation of persons and property, from the City to Lake Erie may be effected, at a very extravagant or excessive rate of velocity, but that a Road upon which the whole passage may be regularly made, *at all seasons of the year, within forty-eight hours*, will be amply adequate to all the objects of its construction. Such a Road, on a cheap and feasible grade, is now recommended by the Report of Judge Wright; and, in the judgment of the Board of Directors, it will be sufficient for the purpose.

The peculiar topography of the extensive district traversed by the route, indicates the necessity of seeking, as far as practicable, the natural levels. A considerable portion of that section of the country, without being mountainous, has an undulating surface, intersected, however, throughout nearly its whole extent, by a chain or series of Rivers, which fortunately pursue, with little deviation, the general line of direction required for the route of the proposed Road.—Those streams are, moreover, free from sudden falls, flowing at the rate of descent unusually gentle, seldom exceeding *fifteen*, and frequently less than *two* feet to the mile, and presenting, almost invariably, on their margins, alluvial flats, interrupted only in a few insulated cases, (principally occurring on the Delaware,) by projecting bluffs. It is, therefore, evident, that by selecting the banks of those streams for the line of the Road, the necessity of cutting through the hills transversely may be avoided, and a graduation obtained, already prepared, as it were by nature, for the reception of the Railway.*

It is this peculiar and striking feature in the surface of the country, as presented by the maps and profiles, now in the office of the Company, (and which the stockholders are particularly invited to inspect,) which will explain the reason why a cheap and easy route has been discovered for the Road in question. By that examination it will be seen, that more than four-fifths of the whole line of 483 miles lies immediately upon the banks of Rivers and their tributaries: that one uninterrupted section of *one hundred and twenty-five miles* long, is situated on the margin of the Susquehanna and its principal branches; another of *eighty-three and a half miles* along the Allegheny and its tributaries: one of *sixty-nine*, and another of *thirty-nine miles* along the Delaware and its principal confluent; and that other minor sections along the smaller streams, including nineteen miles in the valley of the Ramapo, make up a total amount of at least *four hundred and twenty miles*, in which the route of the Road obtains the advantage of following the margins of water courses.

Of the remaining portions of the line, embracing in the aggregate about sixty miles in length, where the route crosses the valleys of the streams more or less transversely, about thirty miles are comprised in different sections within the counties of Sullivan, Orange, and Rockland—about twenty miles between the head waters of the Delaware and those of the Susquehanna and Chenango,—and the remaining ten miles in the descent to Lake Erie; and, nevertheless, with a single exception hereafter particularly mentioned, no part of the graduation of those portions of the line is found to be uncommonly expensive. The exception is presented in the passage of the Shawangunk Ridge, in the county of Orange, on the east side of the Delaware and Hudson Canal, at the seventy fourth mile of the route, at which point a rapid descent of three hundred and fifty feet, must be encountered in a section of three miles. To obtain an easy passage over this part of the route eventually will require, either two inclined planes, similar in size and extent to those on the Mohawk Road, and costing about \$50,000 each—or a deep cutting on the summit of the ridge, at an expense of about

\$70,000—or of a tunnel of nine hundred yards long, at an expense of \$175,000.

After attentively examining these different modes of overcoming the difficulties presented by this particular section, Judge Wright, in this Report to the Legislature, recommended, as being most economical in the first instance, the deep cutting on the summit of the ridge, and the employment, at that point, if necessary, of auxiliary locomotive or animal power,—but he referred to the probability and necessity, in case of a great amount of transportation, of the eventual construction of a tunnel.* Whichsoever of these plans may be adopted, the total expenditure in constructing this section, will not exceed from two hundred or two hundred and fifty thousand dollars;—and it is now particularly adverted to by the Board, not as affording any reason for apprehension or discouragement, or as presenting difficulties of unusual magnitude, but because it exhibits the only considerable instance upon the whole route of the Road, in which its graduation will not be uncommonly easy, cheap, and feasible.

According to the estimate accompanying the Report of Judge Wright, the graduation of the Road, with solid embankments for a double track from the Hudson to Lake Erie, including the excavation at the Shawangunk ridge, will cost \$2,717,518, being at the rate of \$5,626 per mile, which amount includes the cost of bridges, culverts, clearing, fencing, and, in fact, every expense whatever necessary in order to prepare the road-bed for the reception of the superstructure.

He further reported, that a superstructure of iron laid upon timber, would, in his opinion, be most expedient (at least, for the single track,) and would cost \$3,400 per mile; being, for four hundred and eighty-three miles,

That the cost of the graduation, as above stated, was	2,717,518
To which latter item be added, for the contingencies, ten per cent.	271,751
And for engineering three per cent. on the two first sums,	130,791

Being for the whole work,	\$4,762,260
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In the above estimate nothing was allowed under the head of land necessary for road-way, principally because the inhabitants along the different routes surveyed, had proffered, almost unanimously, to execute voluntary cessions of so much land as might be requisite. In addition thereto, several of the landed proprietors, especially on the western sections of the route, had stipulated to make liberal donations in aid of the enterprise, and to an amount much exceeding in value any sums which would probably be awarded by the Commissioners, in the few instances in which unworthy attempts might be made to exact an extortionate price for the right of way. In reference, however, to the immense amount of travel and transportation, which the Road was destined, ultimately, to accommodate, it was deemed necessary to lay out the Road-way not less than six rods wide, requiring, for that space, twelve acres to the running mile, being for the four hundred and eighty-three miles, five thousand seven hundred and ninety-six acres. The average price of land along the route,

* The graduation of that part of the Baltimore and Ohio Rail road which cuts transversely through the ridges between Baltimore and the Patapsco river, cost upwards of \$40,000 per mile; while that of the sections which follow the course of that stream, cost less than \$9,000 to the mile.

The graduation of the Mohawk and Schenectady Rail road, not following any considerable water course, is said to have cost at least \$25,000 per mile; while that of the Utica and Schenectady Rail road, laid out on the bank of the Mohawk river, has been put under contract at about \$5,000 per mile.

* The construction of tunnels, within the last few years, has become familiar to the Engineers of this country, four or five having been successfully completed, during that time, within the State of Pennsylvania. The cost of their construction varies from two to five dollars per cubic yard,—the tunnel through the Alleghany mountain, on the main line of the public works of Pennsylvania, having cost \$68,700, including arching, the excavation having been less than two dollars per yard. The cubic quantity of excavation required for the proposed tunnel through the Shawangunk Ridge, will fall short of 40,000 yards.

how much soever it may be augmented by the completion of the Road, does not, at present, exceed fifteen dollars to the acre,—so that, even if it were necessary to purchase the right of way, or submit to an appraisal throughout the whole line, the aggregate expense would not exceed \$88,940.

It had become evident, at an early period in the history of this enterprise, that it was destined to encounter active opposition. In some of the villages in that part of the State traversed by the Erie Canal, apprehensions had been excited that the construction of the proposed Road might operate injuriously upon their local interests. The people of that quarter of the State had been led to suppose, however erroneously, that in order to retain and preserve the sectional advantages which they enjoyed, it was necessary to compel the population of the southern counties to seek, through the Canal, a circuitous and expensive route to the seaboard; and that it would be impolitic to allow them the means of more direct and constant access to market, which would be afforded by the proposed Rail Road. When it was recollected, however, what immense benefits had been bestowed by the construction of the Canal, upon the favored districts which it traverses, in the rapid progress of their agriculture, commerce, and wealth,—what amounts of the common treasure had been expended in accomplishing that object,—with what alacrity the more sequestered counties had contributed, year after year, their proportion of the taxes rendered necessary by that expenditure,—and, above all, when it was seen, that in order still further to increase the travel and transportation through the northern portions of the State, the public treasury was called upon to expend from six to eight, and, not improbably, from ten to twelve millions in enlarging the Erie Canal, the hope was indulged, that the scanty portion of the public bounty, which the southern counties might require, in order to enable them to participate in the general prosperity, would not be withheld, and that their efforts to develop their own resources and improve their condition, would be regarded with a kind and liberal spirit.

No sooner, however, was the Report of Judge Wright presented to the Legislature, showing the feasibility of completing, at a moderate expense, the desired channel of intercourse through the southern section of the State, than a combination of local interests, singularly violent in character, was arrayed to defeat the enterprise. The most active and determined exertions were made, openly by some, and covertly by others, to prejudice the public mind, and discourage, if possible, the friends and promoters of the undertaking. The object was denounced as chimerical, impracticable, and useless. Anonymous writers were employed to pronounce the survey inaccurate and deceptive, and the estimates unsafe and fallacious. The Road, it was declared, could never be made,—and, if made, would never be used. The southern counties were asserted to be mountainous, sterile, and worthless,—affording no products requiring a road to market,—or if they did, that they ought to resort to the valley of the Mohawk, as their natural outlet. The whole enterprise, supported as it was, by great masses of the population of the State, was pronounced to be a mere scheme of stock-jobbing, and stigmatized as an attempt to deceive the southern counties—defraud the public—and ruin the individuals who might embark in it.

The Board of Directors have never deemed it necessary to notice these attacks upon the great enterprise committed to their charge, further than to invite and urge the opponents of the work to point out the specific portions of the survey or of the estimates, which they might suppose to be inaccurate. The maps and profiles were deposited in the public offices at Albany, where any errors, if they existed, could easily have been detected. No attempt to do so was ever made, to the knowledge of the Directors, and they therefore dismiss

this branch of the subject with the declaration, that they continue steadfastly to rely, upon the accuracy, fidelity, and capacity, of the Engineer who was selected by the Governor to conduct the survey.

The question whether the Road when constructed, can be advantageously used for the purposes of travel and transportation, can be settled practically, and without entering at all into scientific details. It is necessary, only, to state the decisive fact that *the steepest grades adopted on the plan of the work, will be less severe than those upon that part of the Baltimore and Ohio Rail Road which is now finished and in successful operation.* That Road is used, during winter and summer, for the transportation not only of passengers and the public mail, at high rates of speed, but also of cars, heavily loaded with flour, provisions, live stock, and other agricultural products; and a rapid increase has been experienced in its business, as the line has been extended into the interior. It will not, therefore, be deemed visionary to predict, that the proposed Road, passing over acclivities less severe, and through a country more extensive and not less fertile, cannot fail to accomplish results equally advantageous.

In view, however, of the recent improvements, in augmenting the usefulness and power of locomotive engines, enabling them to surmount increased grades of acclivity, and in reference, also, to the varied products of the country to be traversed by the route, and to the diversified character of its surface, it has been deemed important by the Board of Directors, that the plan of the whole Road, including the arrangement of the grades and of the engines to be employed, should be carefully settled under the best advice, so as to secure the utmost economy of labor and power, and thereby reduce the cost of transportation to the lowest practicable limit. In order, therefore, effectually to discharge this portion of their duty, the Board of Directors thought it expedient with the cheerful acquiescence and upon the invitation of Judge Wright, to associate with him in consultation *Mr. Moncure Robinson*, the Chief engineer of several of the public works of Pennsylvania, and *Mr. Jonathan Knight*, the Chief Engineer of the Baltimore and Ohio Rail Road, thus constituting a Board of Engineers pre-eminently qualified by experience, talents, and professional acquirements, to decide upon the matters submitted to their consideration. A conference accordingly took place in August last, and was continued at the office of the Company in this city, until the plans and profiles presented by the surveys had been fully examined; after which these Engineers proceeded in person to inspect the Shawangunk Ridge, and settle upon the most advisable mode of overcoming the difficulties in its passage, which are above adverted to.

In September following they presented their conjoint Report to the Board of Directors, which is now published for the information of the stockholders. The unanimous opinion which they therein express as to the practicability of dispensing altogether with stationary power,—the rate of velocity to be attained, and the weight of the loads to be transported throughout the whole line, exceeding the expectations of the most sanguine friends of the enterprise,—must dissipate effectually any further doubts as to its feasibility or usefulness; while the judicious arrangement of the grades—the admirable adaptation of different engines and rail tracks to the different divisions of the Road, and the simple, effectual, and economical mode of accumulating auxiliary locomotive power at those points of increased acclivity where it was found to be necessary—all attest the genius and judgment of those distinguished Engineers. Upon their unanimous testimony, the Board of Directors now have the gratification of announcing to the stockholders the following result, to wit:—*That loads of sixty tons gross, (or deducting the weight of the cars, forty tons net,) may be drawn in a single train from the Hudson River to Lake Erie, and at an average speed*

from twelve to fourteen miles to the hour;—that with the rate of speed augmented one half, a locomotive engine will nevertheless suffice to transport two hundred passengers and their baggage; that no stationary engine will be requisite on any part of the work; and that one, or, at most, two auxiliary engines only will be requisite on the whole length of the line.

Upon that consultation the plan of Judge Wright was modified only in a single particular. Instead of selecting any one particular plan of superstructure, as proper for the whole route, the Board of Engineers recommended,—in view of the necessity of employing greater locomotive power in surmounting the severer grades on the easterly sections, embraced within the counties of Rockland, Orange, and Sullivan, than would be requisite on the gentler acclivities presented on the remainder of the Road,—the adoption of the eight ton engine and the iron edge rail on the first one hundred and thirty-six miles, between the Hudson and the mouth of the Callikoon, at a cost of \$6,000 per mile, and of the six ton engine and iron plate rail, laid on timber, on the remaining three hundred and forty-seven miles, from the mouth of the Callikoon to Lake Erie, at a cost of \$3,000 to the mile.

In estimating the expense of the superstructure, Judge Wright, after specifying the cost of several plans, had stated that a superstructure, throughout the whole route, consisting of the iron plate laid upon timber, could be completed at an expense varying from \$2,300 to \$3,400 per mile, being, for 483 miles, at \$3,400,

The superstructure adopted on the consultation will cost—	
136 miles at \$6,000	\$816,000
347 “ “ 3,000	1,041,000
	<hr/> 1,857,000

Being a variation of 215,000

The Engineers, on their consultation, also recommended the adoption of the tunnel, through the Shawangunk Ridge, instead of the deep cutting upon its summit, which alteration will require an increase of expenditure, not exceeding

Making the total increase \$315,000

The estimate of the cost of the whole Road, upon the plan as modified on the consultation, will then stand thus:

Graduation reported by Judge Wright,	\$2,717,518
Extra expense of adopting the tunnel,	100,000
	<hr/> \$2,817,518

Superstructure as settled on the consultation,	1,857,000
	<hr/> 4,674,518

To which add for engineering and the expenses of the Company,	300,000
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The cost of vehicles and other necessary apparatus, to be increased as the business of the Road shall extend, will be covered in the first instance by	500,000
	<hr/> 5,474,518

To which the Board of Directors, for more abundant caution, now add for contingencies,	525,482
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Total	<hr/> \$6,000,000
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Requiring a net revenue of \$350,000 to produce a return of six per cent. per annum.

To the great majority of the present stockholders of the New-York and Erie Rail Road Company, who are

merchants or land owners in the City of New-York, no incentive is necessary to secure their zealous support of this great enterprise, in addition to the stake which they hold in the general welfare of the community of which they are members. To those persons, however, who may have embarked their means in this undertaking for the purpose only of realizing pecuniary advantages on the investment, it is proper to state, that in the opinion of the Board, the income of the Road, as soon as it shall be finished, will much exceed the sum of \$360,000 above stated.

It is evident, that the rate of revenue, whatever it may be, immediately on the completion of the Road, will undergo a steady and rapid increase, and fully keep pace with the growth of the extensive communities from which its business is to be derived. If, therefore, it be reasonably probable that the income of the Road will commence at a rate even as low as five per cent. per annum, the certainty of its speedy increase will suffice, in the opinion of capitalists, fully to sustain the value of the stock.

If the experience afforded by the Erie Canal is taken as a guide, it may be safely stated, that the accomplishment of the proposed work will add not less than one third to the present population and trade of the City of New-York, and augment in an equal degree its landed wealth;—and that it will double, if not quadruple, the present value of the extensive district embracing six millions of acres in the southern and middle counties of this State. When it is considered also, that by means of this great avenue of intercourse—and its tributaries now rapidly springing up and spreading through all the great valleys of the West, bringing Lake Erie into close connection with the Mississippi and Missouri, and extending southwardly even to the Gulf of Mexico,*—the immense inland communities upon the Western Waters, for the purpose of trade, will be rendered commercially tributary to this State and its metropolis, it becomes difficult to fix, within any moderate bounds, the value of the proposed road, or the amount of travel and transportation which it is destined to create and accommodate.

In estimating the business to be derived from the communities along the route of the Road, it is certainly a circumstance of no little moment, that the inhabitants of the southern and middle counties, remote more than one hundred miles from the Hudson River, who will resort to this channel of communication in order to find access to the seaboard, already exceed in number the population which were contained within the counties (equally remote from the river) adjacent to the Erie Canal, three years after its commencement. The animating impulse, which the disbursement of the moneys expended in the work, will impart to every species of industry in the southern counties, creating villages, cities, and flourishing communities, cannot fail to accelerate, most rapidly, their progress in population, prosperity, and wealth, and augment at the same time their capacity to supply a profitable and increasing business.

*The Rail Road now constructing between Sandusky and Dayton, will connect Lake Erie with the Ohio. A similar union will be effected farther west, by a chain of Rail Roads, (for most of which charters are already granted,) in the State of Indiana. A Rail Road has already been commenced at Alton, on the Mississippi, at the mouth of the Missouri, which it is proposed to extend from that point to Lake Erie. It is contemplated also to connect the Ohio River at Louisville with Nashville in Tennessee; and a Rail Road is already commenced, extending from Nashville to the City of New-Orleans.

When the links in the grand chain shall all be completed, passengers may travel from Lake Erie to the Gulf of Mexico, (1150 miles,) in four days, and from New-York to New-Orleans, (by the way of the Lake,) in seven days.

to the Road. The celerity and regularity of passage which it will afford, at all seasons, between the City and Lake Erie, will secure a lucrative revenue in the transmission of passengers, merchandise, and the mail, *sufficient, in the judgment of the Board, to yield an adequate income on the whole expenditure.* During the four or five months of the year in which the severity of climate renders useless our Canals, Lakes, and Rivers, the Road will present the only available channel of communication between the City and the more central and populous portions of the interior, and at the same time will remedy the evils now suffered by the mercantile community, in being deprived of the means of transmitting merchandise to its consumers early in the spring, and late in the autumn. The rapid augmentation, which the successful accomplishment of the work will occasion in the population, extent, and wealth of the metropolis, will, in its turn, react on the interior districts, by affording them an increasing market for their agricultural products, while those supplies will serve to cheapen the price of subsistence in the metropolis, and thus the mutual and beneficial dependence between the City and the interior, and the consequent increase in the population and prosperity of both, will constantly operate to swell the amount of travel and transportation, to be borne over the Road.

The Directors of this Company, in forming their opinions as to the feasibility and productiveness of the proposed work, deeming it their duty to rely as little as possible on mere representations, have personally inspected by themselves, and their immediate officers, during the present summer, the whole line of the route. That examination has resulted in confirming their belief, that the work is singularly feasible: that it may be completed and put in operation, with all the necessary vehicles and appurtenances, at a cost not exceeding six millions of dollars:—that it will immediately enjoy a great and increasing revenue:—and that every inducement exists for prosecuting the enterprise with undiminished vigor.

It is to be understood, however, that the above estimate of six millions does not include the expense which the Company may ultimately incur, in constructing double and triple tracks, as soon as an increased business shall render them necessary—nor the expense of continuing the Road, from a point in West Chester county, opposite the place where it will reach the Hudson, into the City of New-York. Both of these measures will undoubtedly be carried into execution, as soon as the progress of the Road westwardly shall render it expedient.

In order to obtain the above sum of six millions, the Board of Directors have resolved,

1. To issue stock to subscribers to the amount of three millions.
2. To expend that sum in constructing such sections of the Road as may most probably yield an immediate revenue.
3. To raise the remaining three millions either by a loan from the State or foreign capitalists, on a mortgage of the Road, or by issuing that additional amount of stock.

If the Company could have secured, in the first instance, the whole sum of six millions, either in subscriptions of that amount of their stock, or in subscriptions of a part, and a loan of the residue, there would have been no difficulty in putting the whole line of the Road under contract, so as to complete the work in five years from the present season.

If, however, the Company shall be compelled to confine their operations within a more limited sphere, to make contracts for work to the amount of three millions only, and await the result of that expenditure before obtaining subscriptions or negotiating a loan for the residue, they will be obliged to construct the Road by

sections progressively, and in that event its final completion may be considerably delayed.

Although the Board may be well satisfied, that by constructing a portion only of the Road, a sufficient revenue would be secured, yet there can be no doubt but that the interests of the stockholders, as well as those of the public, will be greatly promoted by completing the whole line with the least practicable delay. The experience of the Erie Canal, and in fact, of all the public works in this country, has sufficiently demonstrated, that the income of each section is augmented in proportion to the progress made in lengthening the line of communication, and that, too, in a geometrical ratio; while it is evident that the public advantages to be derived by this City, in preserving, by means of the proposed work, the trade of the West, cannot be realized, to any considerable extent, until the Road shall be completed from the Hudson, at least as far west as the Alleghany River.

Notwithstanding these considerations, it is a circumstance eminently calculated to insure the ultimate success of this enterprise, that the work is divisible into separate portions, each of which, taken by itself, may become profitable; so that the stockholders may receive dividends on their investments long before the completion of the whole Road. Thus, the short section of twenty and a half miles, between Owego and Binghamton, connecting the Chenango Canal with the Owego and Ithaca Rail Road and the steamboat navigation of the Susquehanna;—that of thirty-five miles connecting Owego with Elmira, and there meeting the Chemung Canal on the north, and the Rail Road from the coal mines of Pennsylvania on the south;—and that of one hundred and ten miles, connecting the Delaware and Hudson Canal with Bettsburg in Chenango county, and there uniting with the Rail Road in active progress from the latter place to Utica,—may each, if completed separately and without reference to the residue of the line, become sufficiently lucrative to warrant the Company in entering upon its construction, before securing the means of completing the whole Road from the Hudson to Lake Erie. In this light, therefore, the New York and Erie Rail Road may be regarded, not only as one great avenue of communication between the Atlantic Ocean and the Western waters, but also as a connected series or chain of independent works, similar in character to those which are now in progress or in contemplation, under the direction of separate companies, between Albany and Buffalo,—possessing, however, the very important attribute of being united under one common Board of Management, and thereby guarding the public against the irregularities and vexatious delays, inevitably arising from the want of perfect union, between the several links of the chain.

The estimated expense of the whole Road may be distributed under the following divisions:—

77 miles from the Hudson River at Tappan, to the Delaware and Hudson Canal in Orange county, (including the passage of the Shawangunk Ridge,)	\$1,064,156
110 miles from that Point to Bettsburg,	1,228,147
35 $\frac{1}{4}$ miles from Bettsburg to Binghamton,	418,679
20 $\frac{1}{2}$ miles from Binghamton to Owego,	133,264
35 miles from Owego to Elmira,	261,180
126 miles from Elmira to the Alleghany River, near Olean,	928,545
78 $\frac{1}{4}$ miles from that point to Lake Erie,	648,547

483 \$4,674,518
adding to each particular estimate about twenty-eight per cent. for engineering, vehicles, and contingencies, according to the ratio of the general estimate herein before stated.

In July, 1833, one million of dollars were subscribed to the stock of this Company, on which the first instalment was paid conformably to the charter. For the purpose of obtaining the advantages to be derived from

having the route surveyed under the authority and direction of the State government, and under the clause of their charter which allows five years from April, 1832, within which to expend 200,000 on the Road, the Company did not commence their field operations until the present year. As soon, however, as the very favourable results of the survey by Judge Wright were made known to the public, the Company, in February last, after some changes in their Board of Directors, made preparations for the vigorous prosecution of the enterprise. As a preliminary measure, and in order, if practicable, to provide sufficient means to authorize them to put the whole Road under contract, and thus to finish the work with the least possible delay, they presented their petition to the Legislature, at its last session, praying for a loan of the credit of the State in aid of the work. A bill was accordingly reported in the House of Assembly, authorizing a loan of two millions to be advanced, in four successive instalments of \$500,000 each, according to the progress of the work, and to be secured, together with the payment of the interest thereon half yearly, by a mortgage on the whole Road—to which an amendment was proposed, requiring the Company, with their own means, to finish the entire section of one hundred and forty-five miles between the Delaware and Hudson Canal and Binghamton, before receiving the first instalment of the loan. While the bill was pending in the Assembly, the Common Council of the City of New-York, in view of the public importance of the proposed measure, after a full and elaborate examination of the subject, and a report setting forth the pressing necessity of completing the Road without delay, by a unanimous vote in both their branches, directed the Mayor to petition the Legislature, in the name of the city, for the passage of the bill. A similar memorial was presented by the municipal authorities of the city of Brooklyn, accompanied by innumerable petitions from the population of the long line of southern and middle counties interested in the work. The merits of the measure were ably and zealously advocated by the members from those counties—and by a portion of the representatives of this city;* but it encountered such an array of opposition, arising principally from the Canal counties, that after an animated and interesting debate of three weeks, it was defeated in the Assembly by a majority of two votes.

Immediately after the defeat of their application to the Legislature, the Board of Directors appealed to the enlightened self-interest and public spirit of the inhabitants of the city of New-York and the counties along the line; for such further subscriptions to the stock of the Company, as should secure, beyond doubt, the ultimate completion of the enterprise. They were so far successful, that 13,821 shares of one hundred dollars each, (in addition to the 10,000 taken in 1833,) were subscribed to the capital, virtually placing at the disposal of the Board the aggregate amount of \$2,382,100. In the judgment of the Directors, the subscription of that sum has insured the accomplishment of the whole work, inasmuch as it will enable the Company to finish a section of the Road sufficiently extensive to become profitable to the stockholders, and by that demonstration will afford the means of securing the funds requisite to complete the residue.

In truth, the final accomplishment of this enterprise has become a question only of time, and it will be for the community to decide how long they will choose to suffer the inconveniences which may arise from the more tardy execution of the work. The strong manifestations of public sentiment, since the adjournment of the Legislature, afford good reason to believe that the unanimous wishes of the people throughout the extensive portion of the State to be benefitted by the

Road, must ultimately prevail, and that a future Legislature will deem it proper and patriotic to facilitate its speedy completion.

The proceedings of the large and respectable Convention of Delegates from the southern and middle counties, recently held at Owego, and their spirited appeal to the people of the State, manifest in a very gratifying manner, the determination of the inhabitants of those important and populous districts to sustain the efforts of the Company, and exhibit, moreover, decisive evidence that several of the largest counties, which opposed the project through their representatives in the last Legislature, are now to be found among its most determined supporters.

Flattering, however, as the prospects of the Company may be deemed, and highly as they appreciate the generous support which they have uniformly experienced from the people of the southern counties, the Board of Directors are nevertheless bound, in prudence, not to hazard the success of the work by anticipating aid from the State, or by entering on any expenditures beyond the means actually within their reach.

The capital stock of \$2,382,100, already secured, will enable the Company to put under contract and complete at least two hundred miles of the Road; and the only duty occasioning any embarrassment is to select that portion which will most probably yield the largest immediate revenue, and thereby afford the surest basis for extending the credit and increasing the available means of the Company.

In April last, the Board of Directors appointed *Benjamin Wright*, Chief Engineer of the Company, and *James Seymour*, who had been one of his principal assistants in conducting the State survey, Division Engineer of the Eastern Division of the Road, embracing the counties of Rockland, Orange, Sullivan, Delaware, and part of Broome.

They have also appointed *David Ruggles*, of Orange county, their General Agent, to render such services as might be required in obtaining cessions of lands necessary for the purposes of the Company, and to discharge such other active duties in aiding the progress of the work, as should be assigned to him.

The first instalment paid in upon the 23,821 shares, amounting to \$129,105, has been deposited, temporarily, on interest, in the Phoenix Bank, and other moneyed institutions in this city; out of which the Board have expended, up to the present date \$27,351 42, principally in the expenses of the Engineer Department.

The only salaried officers in the employ of the Company, are the Chief Engineer and his subordinates, the Secretary, the General Agent, and a Clerk.

The corps of Engineers, as arranged by the Chief Engineer, has been generally divided into seven, and sometimes into nine distinct parties, and diligently occupied, up to the present time, in revising and improving various parts of the line on the Eastern division. The Report made by Judge Wright to the Legislature, adverted to the probability of shortening the line and diminishing the expense, by more minute exploration of the country. The result has realized his expectations. It is already discovered that the line between the Hudson River and Binghamton may be shortened several miles, without any material increase of expense or alteration of the grades.

In view of the public character of the work and the general accommodation of the country, and for the purpose, also, of affording satisfaction, as far as possible, to the inhabitants of the counties traversed by the route, the Directors have deemed it their duty to direct the Chief Engineer to explore every line which there could be any probability of adopting. By the last monthly report of the Engineer of the Eastern Division, it appears, that since the 1st of May last, 580 miles of line have been carefully run by the parties under his direction. This minuteness of examination has, however, operated to delay the Chief Engineer in making

*The thanks of the community, in this respect, are particularly due to Messrs. Roosevelt, Wetmore, and Hall.

a final selection of as much of the route as the Board could have wished. The route of forty miles of the line along the Delaware, where only one of the banks of that river lies within the boundaries of this State, is however, so far fixed by nature, that it may be definitely adopted without further delay, and the Directors have therefore ordered this section extending from Deposit down the Delaware to the mouth of the Callikoon, to be advertised for contract. The notices will expire on the 5th of November next, and although it is not improbable that the present high price of labor and provisions may effect the lettings somewhat unfavourably, the Board nevertheless believe that the whole of the graduation will be put under contract at a price below the original estimate.

By the last monthly report of the General Agent, it appears, that of the land necessary for the Road in this section of forty miles, upwards of thirty miles has already been gratuitously ceded, and that the residue will probably be obtained without any serious difficulty or delay.

With the exception of the section embracing the Shawangunk Ridge, the graduation of the forty miles now advertised, presents the portion comparatively the most expensive of the whole line, (exceeding according to Judge Wright's estimate, \$9,500 per mile,) but, for that very reason, the Directors have felt the more willing to select it as the section first to be constructed, in order to encounter at once what are supposed to be difficulties of the work, and also to test by actual experiment, the question of its feasibility.

Whether it shall be deemed expedient after obtaining the results of the revisory surveys now in progress, to select, as the portions of the Road on which the present capital is to be expended, the section of one hundred and sixty-six miles, extending from the Delaware and Hudson Canal (at Deerpark) to Owego, estimated at \$1,780,090,—or the section of one hundred and eighty-seven miles, from the Hudson river to Bettsburg, on the Susquehannah river, estimated at \$2,292,303,—the forty miles now advertised, will, in either event, constitute a part of the portion thus to be selected.

The completion of either of those valuable divisions of the work will become eminently beneficial to the Company. A Rail road leading from the Hudson to the Susquehannah, will open into a very extensive grazing district, and if continued, as proposed, by the lateral Railroad from Bettsburgh to Utica, will establish, at once, a winter communication between this city and the heart of the interior:—while, on the other hand, by completing a continuous line of the Road from the Delaware and Hudson Canal in Owego, and thence by means of the latter Railroad to Ithaca, a very important channel of transportation will be opened to that Canal, from the fertile and populous districts adjacent to the inland Lakes of this State and the western tributaries of the Susquehannah, affording, also, the means of transporting passengers from the interior to a point, distant, less than thirty-five miles from the Hudson River. The necessities of the community, and the certain prospect of rapid increase of revenue, could not fail to insure the speedy extension of the line, either from Bettsburg, westwardly, in the one case, or from the Canal eastwardly in the other.

The completion of the work from the Hudson River to Owego; desirable as it may be deemed, sinks, however, into comparative insignificance, when compared with the importance of extending the line still further westwardly to the Allegheny River. After an attentive examination of the capabilities of that most valuable water-course, made by a Committee of the Board during the present session, and the remarkable facilities it presents for cheap, rapid, direct, safe, and early communication between the city of New York and the great valleys of the Ohio and Mississippi, the Directors have become firmly persuaded that it is an object, if possi-

ble, of more consequence to the mercantile community that the Railroad should reach the Allegheny River, than Lake Erie itself. They have ascertained, that the descending navigation of that stream is available throughout the months of March and April, and frequently during the whole of May:—that during that season, its channel is wide and spacious, sufficiently deep and free from rocks, bars, or any other impediment:—that merchandise placed on its banks as early as the first of March, may be delivered in four days thereafter at Pittsburg, (for a price not exceeding fifteen cents per hundred,) and thence distributed throughout the populous communities along the Ohio River, at the opening of navigation;—that the merchants of New York will thereby obtain direct and early access to consumers, nearly three times as numerous as the whole population around the Upper Lakes,—that these immense advantages may be obtained without any alteration or improvement in the natural condition of the stream, and merely by extending a Railroad to its banks from the Hudson;—and finally, that active measures are now in progress in the western portion of Pennsylvania, for the purpose of improving, still further, the navigable facilities of the River, whereby an uninterrupted channel of trade, both ascending and descending, will be opened between Pittsburg and the interior of this State, during at least eight months of the year.

The completion of the Railroad from the city of New York to the Allegheny River, is the only mode in which the vigorous efforts of Pennsylvania to secure to her own metropolis the trade of the West, can be effectually counteracted. Not content with establishing the line of communication between Philadelphia and Pittsburg, and thereby controlling the commerce of the Ohio River, the enterprising citizens of that State are now constructing a Canal in the valley of the Mahoning, extending from a point near Pittsburg, northwesterly, across the State of Ohio, and reaching the Ohio Canal, in the vicinity of Cleveland, on Lake Erie,—and it is the avowed object of that measure, to attract to Philadelphia the whole of the early trade of the Upper Lakes, and thus cut off from the City of New York one of the most important branches of inland commerce, by which it has hitherto been supported and enriched. The pressing and urging necessity of effecting a connection as soon as possible, between the Hudson River and the Allegheny, in order to save this branch of our trade, will therefore be obvious; for if the merchandise of New York can reach Pittsburg as soon as that of Philadelphia, the Mahoning Canal will be open alike to both, and so far from affording any preference, in point of time, to either of the competitors, will operate only to expedite the transmission in the spring, of merchandise from New York destined for the regions around the Upper Lakes. The spirited exertions, which the merchants and Board of Trade of Philadelphia have used to hasten the construction of the Mahoning Canal, will, however, insure its completion three or four years sooner than the New York and Erie Railroad can be finished, from Hudson to the Allegheny, unless aid be afforded by the Legislatures; and, in the mean time, a new channel of commerce will have been created, and new business relations established, between Philadelphia and the country around the Lakes, which it will be difficult to disturb, and which must operate very injuriously upon the commercial prosperity of the City of New York.

Nor is this the only evil with which this metropolis is menaced by the superior activity and enterprise of its powerful and sagacious rival. The trade of a large and important part even of our own State, is also in danger of being diverted. The navigable rivers which drain a great portion of the southern counties, in descending to the ocean, flow through the State of Pennsylvania, and they naturally attract, in the same direction, an amount of exports, estimated to exceed 120,000 tons annually.

The public men of that commonwealth conscious of that natural advantage, have constantly sought to avail themselves of it, by improving the navigation of those rivers, and constructing Canals along their margins. In a Report made as early as 1791, by *Robert Morris*, the first President of the Inland Navigation Company of that State, the superior facilities presented by the Susquehanna, for securing a large share of the inland trade of New York were particularly dwelt upon. In 1808, under the administration of Governor Snyder, the route was surveyed from the Susquehanna to the Seneca Lake. In 1827, the Canal Commissioners of Pennsylvania, after reporting that "a large tract of country, within the State of New York, rich in vegetable and mineral productions, and embracing a population of nearly 200,000 inhabitants, is drained by the Susquehanna and its tributaries," declare, that "to the territory thus watered, nature points out the valley of that noble river as its great highway to market." In 1831, Governor Wolf in his annual message, adverted to "the great superiority which the main line of their improvements possesses over the Erie Canal of New York, by presenting an open and safe navigation from four to six weeks earlier in the spring, and from two to four weeks later in the autumn;" and further added that the same observations would apply with equal force to a Canal or slack water navigation, up the valuable region on the north branch of the Susquehanna "as possessing all the advantages in regard to a more early and late navigation, and affording a vent through the Pennsylvania Canal for much of the produce of the great and productive State of New York." In his Message of 1833, he describes the State as being "threatened on all sides to be deprived of the commerce which the God of nature seems to have destined for its use," and recommends it, "in its own defence, to force the waters of Lake Erie to mingle with those of the Allegheny—the Ohio Canal to become tributary to the improvements of Pennsylvania—and the waters of the Cayuga and Seneca Lakes to unite with those of the Susquehanna."

The vigorous measures recommended by the Governor, have been carried into execution by the Legislature of that enterprising commonwealth, as well by constructing public works of inland communication at the expense of the State, as by patronizing, with a liberal hand, the incorporated companies who are engaged in similar enterprises within their territory. In pursuing this enlarged and comprehensive policy, having for its aim the prosperity of the whole of their people, the Legislature have not sought to confine within any particular section or favored district, the internal trade of the State. Thus the Union Canal, and the Pottsville and Danville Rail road, both of which were constructed by private companies, were calculated to divert some portion of the business, which might otherwise have been monopolized by the main line of their public Canals, and, nevertheless, the Legislature deemed it patriotic to assist both of those companies, (and also the Chesapeake and Delaware Company,) by loans of the public credit.

Having succeeded in establishing the main line of artificial communication between Philadelphia and the Ohio river, the efforts of the State are now principally aimed at opening an avenue of cheap, early, and rapid intercourse *between that city and the southern counties of the State of New York*. By means of the chain of Rail roads now in progress from Philadelphia up the valley of the Schuylkill,—and thence to Danville and Sunbury on the Susquehanna,—and the continuation of the line from the latter point to Williamsport, on the northwest branch of that river,—and thence into Tioga County, in the State of New York, where it meets the Chemung Canal at the village of Elmira,—it is designed to establish a line of communication, which will bring the most valuable and populous portion of the southern counties of this State, (now distant by the circuitous

route through the Erie Canal, upwards of 450 miles from the City of New York,) *within 265 miles of Philadelphia*. The link of communication between Elmira and Williamsport, was supposed to be sufficiently important to the State of Pennsylvania, to become the subject of a Special Message from Governor Wolf. A Company has also been incorporated by that State, to construct a Rail road from the northwest branch of the Susquehanna, to the southern line of Steuben county, in this State; and, in order to encourage and expedite its completion, the Legislature of Pennsylvania, at its last session, passed a law *to guarantee to the Stockholders an interest on their investments, for twenty years, at the rate of five per cent. per annum*.

Nor is this active and efficient policy confined to Pennsylvania. For the purpose of attracting the trade of the West through the State of Maryland, the Legislature of that Commonwealth, in March last, loaned their public credit to the Chesapeake and Ohio Canal Company for two millions of dollars, and also for one million of dollars to the Baltimore and Susquehanna Rail road Company. The State of Virginia has also appropriated several millions from the public treasury, in subscribing to the stock of the various Canal and Rail road Companies, prosecuting works of internal improvement within her territory.

It is, indeed, impossible to witness the zealous and well directed efforts of the enterprising Companies, in the neighboring States, so firmly upheld by the liberal policy of their Legislatures, and aiming at the object of diverting from the City of New York, its lucrative commerce with the interior, without perceiving the urgent necessity of constructing, with the least practicable delay, the great avenue of commercial intercourse, now become so pressing necessary, leading from this metropolis, directly through the southern counties, to the Allegheny river and Lake Erie.

The Board of Directors, upon whom has devolved the responsibility of conducting this important work, believing it to be the only mode of rescuing the interests of this City from the danger in which they are placed, and feeling that the exigency of the case demands their best efforts, pledge themselves to the Stockholders and the community, to spare no exertions on their part, to carry the enterprise steadily onward to a successful issue. They firmly believe that its pecuniary results will amply remunerate those who may devote their means to its accomplishment; and that, as a measure of improvement, calculated to augment the power and wealth, and exalt the standing of the State at large, it cannot but commend itself to all who value aright the public character. The unrivalled extent of the work, stretching from the Atlantic to the Western frontier, and yet lying wholly within the jurisdictional limits of this Commonwealth: the magnitude and grandeur of its relations and capabilities, occupying, by its singular felicity of position, the dividing ground between the trade of the North and of the South, reaching, by its tributaries, on the one hand, far into the fertile regions around the Northern and Western Lakes, and intercepting with the other, the rich streams of commercial wealth in their descent towards the Ocean, and the Gulf of Mexico: and above all, its commanding political influence, in securing within our own borders, both in peace and in war, the rapid transmission of the public mail, and of the military forces and munitions of the republic, providing at the same time for the general defence, and strengthening the bonds of the national union,—may well entitle its friends and supporters to claim, in its behalf, the favourable opinion and regard of every citizen of the State of New York, and the countenance and aid, so far as may be necessary, of the constituted authorities.

But in any contingency, whether those who may direct the public counsels shall extend to this undertaking the patronage and support of the State, or shall deem it proper to leave the Company unaided to their own

resources, such is the unshaken confidence of the Board of Directors, in the transcendent merits of the work,—its immense value,—its remarkable feasibility,—and its early and rapidly increasing productiveness, that they have no hesitation in declaring their unalterable belief, that the whole enterprise can and will be certainly, speedily and successfully accomplished, and that it will afford not only to the public, but also to the individuals who may embark their funds in the undertaking, all the benefits which have been anticipated by its most ardent friends and supporters.

By order of the Board of Directors.

JAMES G. KING, President.

New York, Sept. 29, 1835.

At a general meeting of the Stockholders of the New York and Erie Rail road Company, held at their office in the City of New York, pursuant to previous notice, on the 29th of September, 1835, Doctor Macneven was appointed Chairman, and Alderman Murray, Secretary.

The Directors of the Company being notified of the organization of the meeting, presented through their President, James G. King, their first Annual Report.

The report being read,

It was Resolved, That the Directors be requested to cause copies of the report to be printed and circulated.

Resolved, That the thanks of the Stockholders be presented to the Directors, for their able and satisfactory report, and the attention which they have thus far directed to the interests of the Company.

Resolved, That the members who may be elected to represent this City in the next Legislature, be earnestly requested to give their zealous support to such measures as may be necessary to secure the co-operation of the State in facilitating the completion of this great work.

WILLIAM J. MACNEVEN, President.

JAMES B. MURRAY, Secretary.

At a meeting of the Stockholders of the Company, held at their office, on the 1st day of October, 1835, pursuant to public notice, the following persons were unanimously elected Directors for the ensuing year, to wit:

JAMES G. KING,
PETER G. STUYVESANT,
SAMUEL B. RUGGLES,
JOHN DUER,
JOHN G. COSTER,
STEPHEN WHITNEY,
PETER HARMONY,
J. GREEN PEARSON,
PELATIAH PERIT,
ELBERT J. ANDERSON,
MICHAEL BURNHAM,
JAMES BOORMAN,
JOHN RATABONE, Jun.,
WILLIAM BEACH LAWRENCE, &
GEORGE GRISWOLD,

Of the City of New York.

JEREMIAH H. PIERSON,
Of Rockland county, and

CORNELIUS W. LAWRENCE,
Mayor of the City of New York.

And at a meeting of the Board, held on the second day of said October, they re-elected

JAMES G. KING, President.

PETER G. STUYVESANT, V. President.

And appointed

SAMUEL B. RUGGLES, Comptroller.

TALMAN J. WALTERS, Secretary.

To the President and Directors of the New York and Erie Rail Road Company.

Gentlemen:—The undersigned have examined the plans and profiles of the line surveyed for the New York and Erie Rail Road, and have also, in accordance with your wishes, visited together the point at which the Shawangunk Mountain is passed near Deepark, and are gratified in being enabled to report an entire conformity in their views, as to the best mode of overcoming the different obstacles presented on the route.

On seven portions of the Road, points of increased difficulty are presented, either in the increased amount of elevation to be overcome, or in the rate of graduation which will be requisite. They are,

1. *In leaving the Hudson at Tappan.*
2. *In passing from the top of the Shawangunk Mountain, across the valley of the Basherkill, and up the Neversink.*
3. *In the valley of the Callikoon.*
4. *In crossing the summit between the Delaware and Susquehanna, and between the Susquehanna and Chenango.*
5. *In passing from the Canada valley to that of the Genessee.*
6. *In crossing the summit between the Genessee and Alleghany.*
7. *In descending to Lake Erie.*

Independently of the points above specified, it will be observed that a very marked difference exists in the character of the lines surveyed between the Hudson River and the Delaware at the mouth of the Callikoon Creek, and the lines traced west of this point. Some changes, attended perhaps with material improvements, will probably be made in the Eastern Division of the Road, but it is not believed by the Chief Engineer of the work, that the character of the Rail road east of the Delaware, compared with its Western Division, can be essentially changed. The graduation of the latter, except at the points above noted, will very rarely, if at all, exceed twenty-five feet per mile. On the Eastern Division, grades of forty-five, and perhaps fifty feet must, in some cases, be admitted. On the Western Division, the radius of curvature will but rarely be less than two thousand feet. On the Eastern, it will often be from seven to nine hundred, and sometimes as short as six hundred.

It seems, under the circumstances, necessarily to follow, that the same description of engines can scarcely be expedient throughout the whole extent of the Rail road; that, whatever may be the load of a locomotive which it may be most judicious to look forward to, an engine of higher power will be required for its transportation east of the mouth of the Callikoon, than will be necessary west of it; and, as a consequence, that, whatever kind of superstructure may be adopted on the Western portion of the Rail road, one adapted to the use of engines of a higher class, will be advisable on the Eastern.

The undersigned, after a careful consideration of the subject, would recommend for the portion of the Rail road west of the mouth of the Callikoon, as being sufficient, and more economical than any other, a superstructure of wood and iron, consisting as usual of the cross-sill, the longitudinal wooden rail, and the plate rail, and framed in the usual manner by notches and keys. Such a superstructure, for a single track, executed in a superior manner, would cost about *Three Thousand Dollars per Mile*, and would admit of the use of locomotive engines of six tons weight, and capable of drawing on the level parts of the Road, loads of *sixty tons*, at the rate of seventeen miles per hour; or on grades of twenty-five feet per mile, the same loads at a speed of seven or eight miles.

To transport such loads, at a somewhat diminished speed on the steeper portions of the Eastern Division, would require engines of eight tons, and this weight of locomotive the undersigned deem it most expedient to employ on this portion of the Rail Road. To sustain the action of such a locomotive, the plate rail does not appear to be adequate. It will be more judiciously determined after the definite location of the Rail Road, what form of bar, and what mode of securing it, will be best adapted to the character of the road-way which may be obtained. It will be sufficient at this time to say, that the malleable bar or edge rail will be requisite between the mouth of the Callikoon and the Hudson. If, on a definitive location, the line between these points should be materially relieved as to curvature, a rail nearly similar in its section to that on the Camden and Amboy Rail Road, but weighing about fifty pounds to the yard, will probably be most expedient. If not; it will be advisable to adopt, at least on the curved parts of the Road, a rail of such form as may be more easily and accurately sprung into the curves adopted at different points on the road-way.

It has been deemed thus far necessary to explain the views of the undersigned, as to the weight and power of the engines which they would recommend on the Eastern and Western portions of the Road, before entering on the subject of the increased power requisite at the points they have specified. Their views on this subject they will now briefly explain.

On a line of Rail Road, as long as that committed to the Board, it will be expedient to contemplate at any rate, several changes of locomotives. Even if a single engine could generally be relied on the whole distance from Hudson to Erie, still it would be advisable to provide for accidents; and it will probably prove more economical to change engines, and make the necessary repairs, before the wear and tear of the engine shall have progressed very far, than to reserve them entirely for work-shops at the two extremes of the Road.

This being the case, it is obvious that whenever the stations at which engines would be changed, can be placed near the points at which extra power will be requisite, such power may be supplied more cheaply and conveniently than under any other circumstances. It will only be necessary to reduce the graduation at such points *within the scope of two engines*, and to make use of the engine which is relieved to assist that which is substituted for it, in overcoming the difficulty, and we have at once an extra power provided, which is always in readiness at the very moment when it is wanted, and which costs nothing except during the period it is employed.

For the 3d, 5th, and 6th cases above specified, it appears to us that no better expedient can be presented to the consideration of the Board than that above suggested. Stations being placed at or near the mouth of the Callikoon, in the neighborhood of Hornellsville, and at the commencement of the ascending graduation towards the summit, between the Genesee and Alleghany, it is proposed to change the engine at these points, and (whenever the load may not be so light as to render it unnecessary) to make use of the locomotive which is relieved, to assist in overcoming the increased ascent to be encountered.

At the Hudson (case No. 1) there would of course be a station, and probably at this point the principal workshop of the Company, so that whenever an additional engine was wanted in leaving the Hudson, it could be supplied without difficulty. It may be proper to remark, however, that in this case also, the principle above referred to for cases 3, 5, and 6, may be brought into play. If the train coming east should arrive at the Hudson a short time before the departure of that going west, the engine conveying it may be used before going into the work shop or engine house, to assist the train going west, over the difficulty presented by the graduation at the commencement of its journey. A similar

difficulty is now met in the manner suggested, on the Petersburg Railroad in Virginia.—At the point of commencement of that Railroad at Petersburg, the ascent is for about two miles, at the rate of fifty feet per mile, whilst on the remainder of the Road, the ascent in no case exceeds thirty feet. The increased rate of ascent at this point, often render necessary additional power, and this is afforded when wanted, by making use of the engine coming in, to assist in raising the train going out.

At case No. 4, that is, in crossing the summits between the Delaware and the Susquehannah, and the Susquehannah and Chenango, auxiliary power will be requisite. By timing properly the passage of trains on this portion of the Road, a single engine which should assist alternately the trains going east and west over both summits, may in the commencement suffice. It will be necessary, however, undoubtedly in a short time, to place auxiliary engines at the foot of the summit between the Delaware and Susquehannah, and west of that, between the Susquehannah and Chenango.

It remains to consider cases No. 2 and 7, or the passage of the Shawangunk mountain,—and the descent to Lake Erie.

Were those cases presented to the undersigned on a short line of Railroad, or were they to be treated without reference to the profile and general character of the New York and Erie Railroad, the trade to be accommodated, and the power to be employed on it, we would unanimously recommend in each case an inclined plane. In the case however of the Shawangunk, it appears to us clear that this expedient would not be advisable. Independently of the general objections to inclined planes on a line of Railroad, on which the rapid transit of passengers and merchandize is desirable (objections undoubtedly exaggerated in consequence of defects in arrangement and management in some of the planes now in use, but certainly to some extent well founded,) an inclined plane or planes at the point in question, *would not reach the whole difficulty*. It will be observed on reference to the profile of the line at this point, that after descending the Shawangunk, and passing the Basherskill, the line passes up the Neversink for upwards of seven miles, on a graduation averaging about fifty feet per mile, on this portion of the Road it will be important, if not indispensable, to supply some auxiliary power.

It is proposed under these circumstances, instead of adopting an inclined plane for descending from the Shawangunk, to obtain by means of a tunnel of 900 yards, such a reduction of the elevation to be overcome, as will admit of the remainder being surmounted by a graduation not exceeding forty feet in curves, and one hundred feet per mile on the tangents of the line. On this ascent *two* of the heavy engines, which it is proposed to introduce on the Eastern Division of the Road, will ascend with the train which *one* would take over other portions of it.

By this expedient, and placing a station as in cases 3, 5, and 6, in the valley of the Basherskill, or the Neversink, the necessity of extra engines may at this point be avoided. Trains going east would change their engines at this station, and the engine relieved, instead of going at once into the engine house or work shop, would first assist in raising the train it had brought thus far up the Shawangunk. The same office would be performed by the engine which had brought on the train going west, up the steep graduation in the valley of the Neversink.

The descent to Lake Erie, would on the line deemed by the Chief Engineer the most eligible of those surveyed, be effected principally by a single lift of 506 feet. Had an inclined plane or planes been found indispensable at the Shawangunk, it would not probably be advisable at this point to avoid, by a graduation on which auxiliary power would be requisite, the plane which has been proposed. It will certainly, however,

be a material object to get rid of the *only plane* in relation to which there appears to be a question on the proposed line of Railroad. Should it be found necessary to introduce it, either train of cars must be divided in passing it, in which case much delay would arise, and the capability of the Railroad be seriously impaired; or, if the whole train were taken up at once, a strength and weight unnecessary on other portions of the Railroad must be given to the couplings of all the cars and carriages employed on the line, and of the locomotives and tenders which may ascend and descend the plane.

To avoid, if practicable, these inconveniences, it is recommended that farther examinations, preliminary to a location be made between the Allegheny River and Lake Erie. If it shall result from them that a line, in other respects equal, and not exceeding in graduation fifty or sixty feet per mile, can be obtained between the summit and Lake Erie, the undersigned, under all the circumstances of the case, would deem it more advisable to adopt it, and to look to the use of auxiliary power on it, than to introduce the inclined plane which has been proposed.

A review of some of the experimental lines traced by the Chief Engineer in 1834, encourages us to believe that such a line may be practicable, and that the change of plan recommended may be attended with a reduction of distance of from eight to ten miles. If it should appear to be otherwise, or that an inclined plane or planes are unavoidable, the undersigned would then recommend, if ground suitable for the purpose can be obtained, a division of the elevation into two inclined planes. The capability of the Road would in this way be less impaired, the risk of serious accidents diminished, and the wear and tear, as well as first cost, of the rope or chain employed, materially lessened.

It will appear, on a review of what has been above stated, that *stationary power will not be requisite* on the line of the proposed improvement, unless in the neighborhood of Lake Erie, and future surveys may perhaps show that it can be dispensed with at this point;—that, by a judicious disposition of stations for changing engines, *one, or at most two, auxiliary engines only will be requisite* on the whole length of the contemplated work;—and that the load of an engine, at the rates of velocity which are purposed, (which will be equal to an *average speed* of from *twelve to fourteen* miles per hour,) will on both the Eastern and Western Divisions of the Rail road, be sixty tons gross; or, allowing thirty-three and one-third per cent. for the weight of cars, about *forty tons nett*.

Should a higher velocity be deemed expedient, with a view to the better accommodation of the travel, there will be no difficulty in obtaining it, by a corresponding diminution of tonnage. Supposing a reduction of one-half in the weight of the load, or the useful effect of a locomotive, this would still be equivalent to the transportation of *two hundred passengers and their baggage*.

The above results are certainly more favorable than we should have anticipated, from the general character of the country through which the proposed improvement is to be conducted, and will probably be considered by the Board of Directors, as affording additional inducements towards the prosecution of the important work committed to their charge.

Referring for an elucidation of their views herein submitted, to the report of the Chief Engineer of the 20th January last, and the accompanying plans and profiles.

We have the honor to be, gentlemen,

Your obedient servants,

MONCURE ROBINSON,
JONATHAN KNIGHT,
BENJAMIN WRIGHT.

New York, Sept. 2, 1835.

The Pennsylvania Library of Foreign Literature and Science.

At an annual meeting of the Stockholders of the Pennsylvania Library of foreign Literature and Science, held on the 16th instant, the following gentlemen were duly elected the officers and managers of the Institution for the ensuing year.

President—John Sergeant.

Vice Presidents—P. S. Du Ponceau, A. D. Bache.

Secretary—J. R. Tyson.

MANAGERS.

Dr. Meigs,	John Vaughan,
Dr. Bell,	Wm. H. Keating,
W. B. Reed,	Dr. Demme,
J. J. Barclay,	Dr. Condie,
Dr. La Roche,	Dr. Elwynn,
Peter McCall,	A. J. Pleasonton,

A meeting of the ALUMNI of the *University of Pennsylvania*, will be held in the Chapel of the College Hall, on Thursday, the 19th inst. at 4 o'clock, P. M. A general attendance of the Graduates in the Arts is requested.

Wm. White,	Henry D. Gilpin,
Jos. Hemphill,	John Rodman Hall,
Thomas Biddle,	Isaac Norris,
Joseph Hopkinson,	Wm. B. Reed,
Franklin Bache,	John Hall,
Wm. M. Meredith,	Geo. M. Wharton,
John M. Read,	John R. Jones,
Jas. J. Barclay,	Jos. C. Fisher,
Wm. H. Keating,	John J. Frazer.

Union Canal Company of Pennsylvania.

At an election held on the 17th inst. the following gentlemen were chosen to serve the ensuing year.

President—JACOB GRATZ.

William Boyd,	George Vaux,
Charles Graft,	Joseph Hopkinson,
William W. Fisher,	Thomas Biddle,
Francis G. Smith,	Wm. H. Keating,
William Y. Birch,	John Bohlen,
Gustavus Calhoun,	Thomas W. Morris.

SNOW.

CLEARFIELD, Nov. 1.

This morning we witnessed for the first time this season, our soil covered with winter's white livery.—The day and night previous told of us by incessant visits from the North, that she was already on the *winward* of us, and making rapid strides to fold us in her embrace. Her approach was also marked by an unusual prostration of timber. We welcome her to an outdoor residence, rather, while we will prefer one along side of our warm stoves.

MERCURY.

COLUMBIA.

The transit of this planet across the disc of the Sun took place on Saturday last, precisely at the time predicted. The weather was favorable, and many of our citizens were gratified by a view of it through the telescope of Mr. Courtney. The next transit will occur in May, 1845.

Dr. Hugh L. Hodge has been elected Professor of Obstetrics in the University of Pennsylvania in the place of Dr. Dewees resigned.

From the Commercial List.

COLUMBIA RAIL ROAD.

Statement of the amount of articles received at, and despatched from Philadelphia, by the Columbia Rail Road, from the 1st of November, 1834, to the 30th October, 1835;—the number of Cars cleared, and the amount of Tolls received.

Prepared for

The Commercial List & Philadelphia Prices Current.

	Arrived.	Departed.	Total.
Bacon, lbs.	2,280,486	19,405	2,299,891
Bricks, number		91,328	91,328
Butter & Cheese, lbs.	88,363	87,059½	175,442½
Coal, tons	24½	1,072½	1,697
Copper and Tin, lbs.	14,908	128,783	143,691
Cotton, lbs.	7,025	195,706	202,731
Drugs and Dyes, lbs.	51,811	360,904	412,715
Feathers, lbs.	39,799	4,408	44,207
Fish, bbls.	5	3,084½	3,089½
Flour, bbls.	78,471	39	78,510
Furniture, lbs.	211,569	578,764	820,333
Furs and Peltries, lbs.	193,279	15,837	209,116
Grain, bushels	57,800	77	57,877
Groceries, lbs.	371	5,558,399	5,558,770
Hemp, lbs.		1,100	1,100
Hides, lbs.	3,753	362,720	366,473
Iron, casts. & pigs, tons	979,758	312,305	1,292,064
Do. bar, blm. & sht. do.	2,558,675	666,127	3,224,802
Lead, pig & bar, lbs.	2,000	14,392	16,392
Leather, lbs.	495,697	92,169	587,866
Lime, bushels,	17,157		17,157
Lumber, sawed, M ft.	1,433,248	65,389	1,498,637
Marble, lbs.	3,134,465	137,123	3,271,588
Merehandize, lbs.	467,205	11901,889	12369,094
Oil, gallons,	2,529	34,228	36,757
Plaster, tons		2,054½	2,054½
Pork, salted bbls.	201	35	236
Posts & Rails, number	1,120	500	1,620
Potatoes, bushels	668½	729½	1,389
Provisions, not spe. lbs.	376,258	9,825	386,083
Rags, lbs.	138,742	408,261	547,003
Salt, bushels		25,408	25,408
Seeds, do.	1,469	32	1,501
Shingles, number	815,550	4,870	820,420
Slate, lbs.		1,539	1,539
Staves & Hoop poles	384,637	34,726	491,363
Sundries, lbs.	915,725	2,478,069	3,393,794
Timber, feet	74,097		74,097
Tobacco, lbs.	2,823,944	125,066	2,949,010
Whiskey & Spir's, gal.	390,997	8,945½	399,942½
Window Glass, boxes	2,228	1,657½	3,685½
Wool, lbs.	304,714	76,187	380,901

Passengers.

	Toll received.	Cars clear'd	Miles Travelled.
November	\$1,830 91	688	243,310½
December	3,164 44	761	130,783
January	2,890 00½	749	97,555
February	3,295 34	842	137,357½
March	5,402 78	1112	152,806½
April	9,668 27	1215	229,106
May	9,668 12	1380	253,529
June	8,968 41	1437	244,301
July	9,666 32	1292	271,872
August	10,812 85	1407	275,234
September	11,218 05	1634	304,333
October	13,814 73	1525	535,252
Total	\$90,400 27½	14,172	2,875,649½

From the Pittsburgh Gazette.

WESTERN PRODUCE.

Agreeably to promise, we now present a brief view of Western Produce shipped at Pittsburg, on the Pennsylvania Canal, for the eastern market, since the commencement of the navigation in the spring of this year. For the particulars, we are indebted to that correct and very excellent public officer, Colonel M'Creery, Canal Collector, Allegheny, viz:

Bacon	5,429,639 lbs.
Wool	1,000,000 "
Flour, (bbls. 37,515,) equal to	8,301,240 "
Lard and Tallow	408,576 "
Feathers	110,703 "
Butter	30,458 "
Whiskey, (45,947 gals.) equal to	459,470 "
Leather	49,962 "
Window-glass, bxs. 5,908, eq. to	531,720 "
Rags	211,194 "
Tobacco	5,840,011 "
Sundries	1,112,667 "

Total, 23,485,640 "

The last item is composed of a great variety of articles, some of which were important articles of trade in the west; but as there were no appropriate heads in the statement furnished by the Canal Commissioners, they are classed under the general head of "Sundries."

In addition to the above very flattering report, an immense quantity of western produce found its way to the eastern cities, early in the spring, by wagons, on our Pennsylvania turnpikes, by the United States turnpike from Wheeling to Baltimore, &c., and by the Ohio and New York Canals direct to New York.

By the time our turnpikes and rail roads are completed, and our prolific western lands are more generally settled and brought into an active and profitable state of cultivation, the quantities of western produce that will be sent eastward will exceed all of the most sanguine calculations.

Since writing the above, the writer observed on the way to the Canal, several dray loads of Buffalo Robes; and, upon inquiry, he was informed that there was 119 bales in the lot just received by one of our most respectable commission houses, from St. Louis; and, agreeable to direction, they were forwarding them to Philadelphia. Thus it is that the immense wealth of our western forests is collected by our enterprising and useful merchants—perhaps from the confines of the Rocky Mountains—brought to St. Louis and to Pittsburg, by our steam boats, and thence to our eastern cities by our canals and railways. Who, with these pleasing demonstrations of vast national and individual prosperity, will not wish success to our internal and great public improvements?

AN OLD MERCHANT.

Appointments by the Governor.

John Stuart, Esq. of South Middleton township, to be an Associate Judge of the several Courts of Cumberland county, in the room of Isaiah Graham, Esq. deceased.

Nathaniel B. Eldred, Esq. of Pike county, to be President Judge of the 18th Judicial District, composed of the counties of Warren, Jefferson, Potter and McKean.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 22.

PHILADELPHIA, NOVEMBER 28, 1835.

No. 412

REPORT OF THE SCHOOL DIRECTORS

Of the district consisting of the borough of MILTON, in the county of Northumberland, to the Superintendent of Common Schools, for the year ending the first Monday in November, 1835.

Number of schools—6.
 Number of Scholars—Male 145—Female 160. 305
 Number of Teachers—Male 3—Female 3. 6
 Teachers Salaries—Males \$20 per month. Females \$10 per month.

Characters of Teachers—generally good, and well qualified for their several duties.

Branches of Study taught—Reading, Writing, Arithmetic, Geography and English Grammar.

Number of Months, each School has been kept open—Five schools 6 months, and one school 5 months. It is intended to continue five schools in operation for the remaining six months of the current year.

Cost of School Houses—Renting, \$64 00
 Repairing, 105 52

Other costs of maintaining the Schools—

Stoves and Pipe,	\$21 61
Stone Coal,	37 62
Wood and Sawing up do.	24 00
Minute Book for Directors	3 00
Minute and Roll books	1 25
Advertising,	7 00
Printing Rules and Yellow paper for rewards of merit,	3 50
	\$97 98

Money received for the use of the schools—
 From the State, \$89 00
 From the Borough, under the 7th section of the act of 1834, 253 00

The amount of tax assessed upon the Borough for school purposes for the year, is \$1196—the whole amount of which will be collected during the year.

General remarks on the progress of the Scholars and the good order of the Schools with suggestions of improvement in the system:—So far the system works well in this district; besides the number of scholars has been more than double that of former years, while the expenses are not more than half of what they would have been under the old school system. We have no improvement to suggest in the system, unless it be that we can see no propriety in District collectors paying the money, raised on County duplicates, into the County Treasury, so as to increase the fees of County Treasurers, while the money might at once be paid over to the District Treasurers, by the Collectors.

(Signed)

ROBERT M'GUIGAN,
 JOSEPH BOUND,
 ABRAHAM STRAUB,
 THOMAS S. MACKEY,
 JAMES S. DOUGAL,
 HENRY FRICK,

School Directors.

Ordered, That this Report be published in the *Miltonian*, agreeably to the 16th section of the act to establish Vol. XVI.

43

lish a General System of Education by common schools, passed 1st April, 1834.

Milton, November, 2, 1835.

REPORT OF THE SCHOOL DIRECTORS

Of the District consisting of the township of Turbet, in the County of Northumberland, to the superintendent of Common Schools, for the year ending the first Monday in November, 1835.

Number of Schools—18.
 Number of Scholars—Male 300—Female 330. 630
 Number of Teachers—Male 16—Female 2. 18
 Teachers Salaries—Males \$18 per month—Females \$12 per month.

Characters of Teachers—Good.

Branches of Study taught—Reading, Writing, Arithmetic and English Grammar.

Number of months each School has been kept open—5 months.

Cost of School Houses—Building \$500 00
 Renting 10 10
 Repairing 20 00

Other costs of maintaining the Schools—\$40 00 including fuel.

Money received for the use of the Schools—

From the State \$195 00
 From the township, under the 7th section of the act of 1834, 200 00

About thirteen hundred dollars is levied for school purposes, and will probably be collected.

General remarks on the progress of the Scholars and the good order of the Schools with suggestions of improvement in the system:—The Board are satisfied that the system will do well if properly enforced; but time must obliterate the prejudices which exist against it. There are some modifications necessary in the Law; but we do not feel ourselves prepared to suggest the improvement.

JACOB KEHR, President.

JOHN T. MONGOMERY, Secretary.

Ordered, That this report be published, in accordance with the 16th section of the act entitled, "An act to establish a General System of Education by common schools."

Turbet, November 2, 1835.

From the American Journal of Medical Sciences.

EMERSON ON THE MORTALITY IN PHILADELPHIA.

Observations upon the Mortality in Philadelphia under the age of Puberty, showing the excessive proportion of the Male over the Female Deaths, and the particular Sources from whence it proceeds. By G. EMERSON, M. D.

Of the children born in Philadelphia during the ten years included between 1821 and 1830, amounting, ac-

cording to the returns made to the Board of Health, to 64,642; there were 2,496 more males than females. But notwithstanding the males at birth thus exceed the females about $7\frac{1}{2}$ per cent. a reference to the census of 1830, shows that by the fifth year of childhood, the male excess is reduced to about 5 per cent., and at ten years to only 1 per cent; and that the reduction still going on, the females between the ages of ten and fifteen, exceed the males about 8 per cent, and between fifteen and twenty, 7.3 per cent.

Here then we find, that during the early stages of life, there are agencies operating to reduce unduly the proportion of the male sex, and to trace out and identify these, forms a highly interesting subject of inquiry. This we are unable to do, when our former calculations upon the subject of infantile mortality were made,* as no distinction of sex existed in the record of deaths occurring under the twentieth year. For the last three years, however, this important designation has been made in the bills of mortality, and we are thus enabled to identify with precision the affections which prove

*For which, see American Journal of the Medical Sciences, Vol. I. p. 116, and Vol. IX. p. 17.

most fatal to the respective sexes during the periods of infancy.

It has commonly been supposed that the greater exposure of males to accidents, furnished a sufficient explanation of their greater mortality. But our inquiry shows the fallacy of this reasoning, the deaths reported under the head of casualties constituting but a small proportion of the whole mortality, in which when burns and scalds are included, the female deaths are found to exceed the male. The truth is, that with very few exceptions, all the morbid influences to which the early periods of life are exposed, operate with peculiar fatality among the males, showing unequivocally that the true cause of the disparity resides in some physiological peculiarity.

The following tabular statements exhibit:—

1st. The mortality under the twentieth year, from the most frequent sources, during the years 1832, 1833, and 1834, with the numbers of each sex from each disease, and the ratio in which the deaths of the one exceeded those of the other sex.

2d. The numbers of each sex for the respective years.

3d. The periods of infantile life at which the deaths occurred.

DISEASES.	Males.	Females.	Excess.		Ratio of Excess.
			M.	F.	
Consumption	153	185		32	17.3 p. cent.
Convulsions	433	357	76		17.5
Bowel complaints of all kinds, (excepting Cholera Maligna)	699	597	101		14.5
Small-Pox	133	114	19		14.3
Scarlet Fever	216	220		4	1.8
Croup	157	120	37		23.5
Whooping Cough	78	80		2	2.5
Bronchitis	114	84	30		26.3
Inflammation of the Brain	101	67	34		33.6
of the Lungs	190	151	39		25.5
of the Bowels	134	98	36		26.8
Fevers of all kinds, (Scarlet excepted)	185	141	44		23.7
Dropsy, (general)	42	35	7		16.6
of the Head	288	258	30		10.4
of the Chest	18	26		8	30.07
Casualties	15	8	7		46.6
Debility and Decay	251	197	54		21.5
Atrophy	65	38	27		41.5
Tecthing	17	16	1		5.8
Burns and Scalds	26	35		9	25.7
Total mortality of both sexes from the above diseases	3315	2827	542	55	
	2827		55		
	6142		487		

The male mortality exceeds the female in the ratio of 7.94 per cent.

Whole mortality from all diseases for the three years mentioned, under the twentieth year, (still-born deducted,) is males, 4,143—females, 3,541;—male excess, 602—7.69 per cent.

From this it will be seen in what way the excess of males at birth is reduced during the first periods of life, and how it happens that the females at the age of puberty come to outnumber the males in about the same proportion that these exceeded the females at birth.

The diseases which appear particularly obnoxious to the male sex are the following, arranged nearly in the order of their decreasing mortality:—

Inflammation of the brain, inflammation of the bowels, bronchitis, croup, inflammation of the lungs, fevers of all kinds, (except scarlet,) convulsions, general dropsy, dropsy of the head, small pox.

To these sources of mortality may be added those under the head of casualties, with others vaguely designated debility, decay, &c.

The few cases in which the deaths of females predominate, are under the following heads:—

Consumption, dropsy of the chest, scarlet fever, burns and scalds, whooping cough.

To show that the disparity exhibited in the deaths of the sexes is not of accidental occurrence, but one depending almost invariably upon causes operating from year to year, the following statement is subjoined.

Infantile Mortality in Philadelphia in the Years 1832, 1833, and 1834, from the most predominant Causes, with the Number of each Sex for the different Years.

DISEASES.	1832.		1833.		1834.	
	Males.	Females.	Males.	Females.	Males.	Females.
Consumption	58	74	54	50	41	61
Convulsions	160	147	130	96	143	114
Bowel complaints, (Cholera Maligna excepted,)	299	235	126	132	267	225
Diarrhœa alone	60	53	21	25	33	40
Small-pox	8	5	56	52	69	57
Scarlet Fever	150	147	30	31	56	42
Croup	60	47	50	41	47	32
Hooping Cough	26	32	26	26	26	22
Bronchitis	40	30	15	11	59	43
Inflammations of all kinds	197	139	128	100	160	132
of the Brain	34	24	22	14	45	29
of the Lungs	83	60	55	35	52	56
of the Bowels	54	32	39	40	41	26
Fevers of all kinds, (Scarlet excepted)	86	72	59	42	40	27
Dropsy, (general)	60	53	7	4	16	12
of the Head	102	78	87	83	99	97
of the Chest	10	12	4	6	4	8
Casualties	5	6	3	2	7	0
Debility and Decay	95	70	76	69	80	58
Atrophy	0	0	11	6	54	32
Teething	11	3	3	6	3	7
Burns and Scalds	6	10	11	12	9	13

Infantile Deaths in Philadelphia during the Years 1832, 1833, and 1834, from the most Common Sources of Mortality, distributed under the various Periods of Life, from the First to the Twentieth Year.

DISEASES.	Under 1 year.	From 1 to 2 years.	From 3 to 5.	From 5 to 10.	From 10 to 15.	From 15 to 20.
Consumption	74	48	54	32	26	104
Convulsions	550	107	94	24	10	5
Cholera Morbus	1	2	6	9	2	3
Maligna	4	6	37	42	22	25
Infantum	608	266	57	7	2	0
Diarrhœa	115	61	32	16	4	4
Dysentery	25	24	17	15	6	2
Small-pox	82	34	76	30	12	13
Scarlet Fever	33	83	205	100	12	3
Croup	108	63	85	19	2	0
Hooping Cough	81	31	37	8	1	1
Bronchitis	104	39	36	16	0	3
Inflammation of the Brain	51	56	36	20	13	12
of the Lungs	147	82	64	18	7	11
of the Bowels and Stomach	103	37	39	21	12	20
Fevers of all kinds, (Puerperal and Scarlet excepted)	87	44	70	45	39	45
Dropsy, (general)	10	7	21	20	7	12
of the Head	198	166	116	54	9	3
of the Chest	8	4	15	5	6	6
Casualties	1	3	6	4	5	4
Debility and Decay	329	22	19	6	1	4
Atrophy and Marasmus	132	71	32	6	2	3
Teething	20	11	2	0	0	0
Burns and Scalds	6	14	22	12	7	4
Of other affections	2877	1261	1178	529	200	287
	665	199	217	106	57	92
Total from all sources	35 2	1460	1395	635	257	379

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

AUGUST, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather
THERMOMETER						BAROMETER.					
1	Saturday,	73	79	75	76	29.66	66	70	29.67	NW	Lightly cloudy
2	Sunday,	63	74	75	70	84	90	84	86		Clear day
3	Monday,	61	75	70	69	84	80	80	81	W	Cloudy—rain
4	Tuesday,	60	66	69	65	90	90	88	89		Clear day
5	Wednesday,	59	72	67	66	80	80	80	80	NE	Lightly cloudy—rain
6	Thursday,	65	65	63	64	74	73	73	73		Rainy day
7	Friday,	57	72	72	67	87	90	93	90	W	Clear day
8	Saturday,	61	76	73	70	95	98	99	97		
9	Sunday,	61	76	74	70	97	97	90	95	SW	Lightly cloudy—clear
10	Monday,	61	77	73	70	96	87	85	87	W	Clear day
11	Tuesday,	68	73	73	71	80	77	76	78	E	Cloudy day—rain at night
12	Wednesday,	70	74	75	73	76	76	70	74	E to W	Drizzling rain, sun & clouds
13	Thursday,	70	82	81	78	80	83	80	81	W	Clear day
14	Friday,	77	77	77	77	71	71	71	71	NW	Sun and clouds
15	Saturday,	71	74	76	74	80	85	80	82	E	Cloudy, damp, rain at night
16	Sunday,	72	77	78	76	73	77	78	76	W	Clear day
17	Monday,	73	84	81	79	83	87	80	83		Clear—lightly cloudy
18	Tuesday,	73	83	76	77	76	70	57	68	S to W	Lightly cl'y, thunder show'r
19	Wednesday,	70	77	73	73	64	77	79	73	NW	Clear—Lightly Cloudy
20	Thursday,	67	74	72	71	76	69	62	69	W	
21	Friday,	60	66	64	63	62	61	62	62	NW	Clear--cloudy
22	Saturday,	59	68	67	65	60	73	82	72	NNW	Clear day
23	Sunday,	58	68	69	65	91	93	90	91	NW	
24	Monday,	57	73	71	67	92	83	83	86	S	
25	Tuesday,	64	76	75	72	77	79	60	72	S	
26	Wednesday,	70	75	74	73	64	63	60	62		Cloudy—clear
27	Thursday,	64	78	75	72	69	66	65	67	SSE	Fog—clear day
28	Friday,	71	75	75	74	65	65	69	66	SE	Fog, clear, wind and rain
29	Saturday,	67	78	78	74	82	76	65	74	S	Clear, thunder storm
30	Sunday,	63	70	70	68	77	75	72	74	W	Clear day
31	Monday,	59	66	64	63	72	72	75	73	NNW	

Thermometer.					Barometer.				
Maximum on the 17th,	.	.	.	79°	Maximum on the 8th,	.	.	29.97	inches.
Minimum on the 21st,	.	.	.	63	Minimum on the 21st,	.	.	29.62	"
Difference,	.	.	.	16	Difference,	.	.	00.35	"
Mean,	.	.	.	74	Mean,	.	.	29 77	"

NEW TOWN.

At the Junction of the Columbia and Philadelphia Rail-road with the Harrisburg Turnpike, about half a mile from the Court House, within the bounds of the City, Col. Mosher has laid off a number of town lots, which, we understand, will be offered for sale in a few days. They are eligibly situated, having an extensive front on both sides of the Rail-road, and a portion of them fronting on the Rail-road and Turnpike, and are nearly on a level with the Rail road. From their convenience in every respect, they are admirably adapted for receiving ware houses, the coal and lumber trade, and for business generally. The lots will be sold clear of ground rent.—*Lancaster Journal.*

SOCIETY FOR COMMEMORATING THE LAND-ING OF WILLIAM PENN.

At an annual meeting of the Society, held November

1835, the following persons were elected officers for the ensuing year:

- President—Joseph P. Norris.
- Vice President—Peter S. Duponceau.
- Corresponding Secretary—Thomas I. Wharton.
- Recording Secretary—Wm. M. Walmsley.
- Treasurer—John Vaughan.
- Curator—John F. Watson.

DIRECTORS.

- George Vaux.
- Roberts Vaux
- Charles J. Ingersoll,
- Richard Peters,
- Edward S. Burd,
- Thomas Biddle,
- Thomas Dunlap,
- Joshua Longstreth,
- Joshua P. Norris, jr.
- J. Francis Fisher,
- Nathan Dunn,
- J. J. Vanderkemp,
- Job R. Tyson.

From the Commercial Herald.

ELECTION FOR GOVERNOR.—VOTE ON A CONVENTION.

ELECTION FOR GOVERNOR.						VOTE ON A CONVENTION.			
COUNTIES.	October 1832.		October 1835.			October 1825.		October 1835.	
	Ritner.	Wolf.	Ritner.	Wolf.	Muhle'g.	For a Convention.	Against a Convention.	For a Convention.	Against a Convention.
Adams	1679	1030	1517	406	911	216	1343	646	1894
Allegheny	3506	3094	3848	2854	378	2604	1094	4671	487
Armstrong	959	1975	1109	1874	188	379	921	2162	484
Beaver	1481	1440	1669	1066	354	1516	196	2529	88
Bedford	1561	1629	2036	1604	46	345	1960	976	1749
Berks	3435	3758	3022	1733	4194	752	3759	2359	5558
Bradford	920	1685	1239	1504	405	832	498	2842	63
Bucks	2862	3202	3532	2525	857	735	3591	2536	3330
Butler	1032	1204	1306	1059	237	612	696	1780	541
Cambria	340	598	694	610	38	75	576	733	517
Centre	1016	1920	1070	1742	446	984	958	530	2341
Chester	4301	2374	4051	1799	1577	768	5013	2546	3308
Clearfield	288	513	323	335	290	266	136	723	115
Columbia	829	1768	767	869	1246	1078	814	1308	795
Crawford	895	1502	999	877	814	854	301	2367	61
Cumberland	1807	2326	1746	1491	1136	1202	1823	2264	1965
Dauphin	2285	1575	2320	780	719	942	946	1104	1629
Delaware	1091	918	1240	699	403	55	1873	932	1031
Erie	1792	1170	1943	164	1280	1183	121	3023	21
Fayette	1806	2440	1708	1132	1378	1796	497	2755	108
Franklin	2516	2234	2207	1423	1336	745	1695	1523	2709
Greene	1355	1009	1075	366	997	1388	279	2053	68
Huntingdon	2189	1657	2555	1324	423	1765	515	2562	1325
Indiana	1106	813	1524	991	14	} 819	355	1452	471
Jefferson	173	249	246	356	3			424	59
Juniata	692	686	763	588	211	(not formed.)		605	839
Lancaster	6387	4124	7018	4283	471	1385	3043	943	7008
Lebanon	1906	1002	1968	621	436	657	1417	437	2032
Lehigh	1624	1564	1914	841	1204	872	592	905	1943
Luzerne	1583	2064	1488	618	1886	644	1139	3256	319
Lycoming	986	1729	1077	1159	935	478	1049	1449	756
Mercer	1553	1347	1686	522	935	1311	475	2441	336
Mifflin	834	782	872	909	109	1020	805	575	677
Montgomery	2933	2972	3014	1744	1599	539	3888	1535	3162
Northampton	1820	3376	2580	3135	458	1370	589	973	2875
Northumberland	1084	1415	883	779	1237	594	1094	656	1791
Perry	697	1284	760	701	802	609	551	955	1126
Philadelphia City	4957	3558	5042	1801	1351	1776	3450	2213	4444
Philadelphia County	5950	6263	5591	6033	2754	1496	2701	5670	5798
Pike	71	613	66	620	88	278	78	639	42
Potter & M'Kean	37	368	128	413	56	112	65	566	6
Schuylkill	954	1328	833	456	1172	375	1091	886	1357
Somerset	1855	744	2031	542	89	786	785	251	1217
Susquehanna	475	1146	594	87	789	899	74	1988	39
Tioga	446	710	468	868	176	381	214	1428	14
Union	2131	1021	2185	578	653	717	1715	596	1968
Venango	406	1261	613	847	467	398	400	1663	55
Warren	218	450	250	445	310	286	88	801	75
Washington	2889	2749	3179	2464	379	2175	184	5692	377
Wayne	241	606	226	744	85	247	90	784	83
Westmoreland	1549	3542	2192	2652	757	2734	1907	5651	881
York	2367	2357	2665	1070	1658	437	2451	423	3238
Totals	88,186	91,235	94,003	65,889	40,737	44,488	59,892	86,768	73,175
							44,488	73,175	
						Maj. against a Convention, 15,404		13,593 Maj. for a Convention.	

STOYSTOWN TEMPERANCE SOCIETY.

At a meeting of the Stoystown Temperance Society on the first of October, 1835,
On motion,
Resolved, That R. Marshall, H. Little, Geo. A. Clark, Jas. M. Fream, and S. W. Pearson, be a com-

mittee to ascertain how many Farmers in Quemahoning and the adjoining townships, have cut and housed their late harvest without the falsely called aid of spiritous liquors; and also, the amount of grain and hay they individually harvested; and that said committee make report to a general meeting of the Society, on Saturday the 24th inst.

Oct. 24th, 1835.—The Society met agreeable to adjournment, when the above mentioned committee made the following

REPORT.

The committee, in obedience to the instructions of the meeting of the 1st inst., beg leave to state, that they have obtained the names of the following persons, who have cut and housed their late harvest—the greater number without the use of any liquor, and a few with but very little in comparison with what they used in former years, as will be seen below:

Quemahoning Township.

Names.	Wheat & Rye.	Oats.	Hay.	Liquor used.
	doz.	doz	lon.	
Michael Zimmerman	500	700	40	none.
Jacob Mowry*	300	600	25	"
Eljah Bills	112	142	4	"
Joseph Miller	400	500	70	bitters.
Jacob Lohr, sr.	600	900	0	"
Daniel Litchy	260	300	8	2 quarts.
Peter Bowman	900	600	10	6 "
Jacob Shaffer	700	900	50	none.

Jenner Township.	Acres.	Acres.	Hay.	Liquor used.
Edward Hair	20	22	20	none.
Henry Howard, Esq.	24	12	5	"
Wm. C. Griffith	26	10	35	"
Matthew Hair	16	18	6	"
Michael Stuft	22	15	10	"
David Richards	25	18	35	"
John&Jac'b Peterson	28	25	20	"
Wm. Ling	15	8	6	"
Jacob Clark	12	10	30	"
Joseph Berkey	20	20	15	"
John Walter	10	8	3	"
Joseph Cable	17	15	10	"
John Duncan	23	16	18	"
Emanuel Cover	18	15	15	"
Joseph W. Sleck	48	10	18	"
Jacob Blough	13	9	11	"
John Dibert	10	5	20	"
Fullerton Cooper	10	25	6	"
Mary Dalley	16	0	3	"
Barbara Cable	31	13	15	"
Christian Smooker	16	12	10	p int.

Somerset Township.	Acres.	Acres.	Hay.	Liquor used.
John Mostoller, Esq	14	18	18	not 2 quarts
George Mostolier	29	16	36	none
Alexander Hunter	30	25	15	"
Peter Mowry	amount not known.			not 2 quarts

Shade Township.	Acres.	Acres.	Liquor used.
Ezra Dunham	25	30	none.
Jacob Beikeypile	33	10	"
John Beikeypile	32	15	"
John Fry	34	12	"
Henry Cable	Amount unknown.		3 quarts.

Your committee would also remark with pleasure the willingness with which their inquiries were answered—they unanimously stated that their grain was cut in less time and with less waste than formerly, and of course in peace and quietness. Some of them heretofore used from 5 to 20 gallons of a harvest—now they are well satisfied that any kind of spirituous liquors, is neither needful nor useful, but positively hurtful—a moth and a curse—a thief upon health, strength, time, peace and substance; and they are determined henceforth that their harvest fields shall not be disgraced with the presence of the Rum-jug—that the waving, yellow grain, the gift of a bountiful Providence, shall be secured amidst sobriety and innocent hilarity; and we sincerely trust that their noble example may be followed until Intemperance with its multitudinous evils shall be banished from our country, and from the whole earth.

On motion,

Resolved, That we regard the above report, with feelings of joy, as exhibiting a practical triumph in the cause of temperance, and although but one of the above named farmers is a member of our Temperance Society, yet we hail them as co-workers in the glorious cause—viewing their conduct as indicative of a return, by them, to the sole use of that wholesome beverage with which the God of Nature has so abundantly supplied them.

Resolved, That the Editors of all the Somerset papers be requested to publish the above report and resolutions, as soon as convenient, for which they shall receive our hearty thanks.

HENRY LITTLE, President.

R. MARSHALL, Secretary.

From the Pittsburg Gazette.

RAIL ROAD MEETING.

General meeting of the inhabitants of Brownsville, Bridgeport, and their vicinities, (Penn'a,) November 3d, 1835.

At a large meeting of the inhabitants of Brownsville, Bridgeport, and their vicinities, convened at the Town Hall on Tuesday, the 3d of November, 1835, at 3 o'clock, P. M., in pursuance of public notice, to consider what measures should be adopted to promote the immediate construction of a Rail road between Cumberland and Brownsville, and thence to Wheeling and Pittsburg.

The meeting was organized by calling Geo. Hogg, Esq. to preside over it, assisted by Michael Sowers, and David Binns, Esqrs. and appointing Goodloe H. Bowman and John L. Lawson, to act as Secretaries.

The meeting being organized, James L. Bowman, Esq., addressed its members on the important subject which they had assembled to consider.

It was then proposed by George Dawson, that a committee should be appointed to prepare and submit a preamble and resolutions declaratory of the opinions and wishes of this meeting, in favor of an immediate construction of a Rail road from Wheeling and Pittsburg, to Brownsville, and hence to Cumberland, which being agreed to, the following persons, to wit—James L. Bowman, Robert Clarke, John Snowden, jr., Jonathan Binns, jr., George Dawson, James Martin, and William Sloan, were appointed said committee, and soon afterwards reported the following preamble and resolutions, which were severally considered and unanimously adopted:

Whereas it has been ascertained by the examination lately made by the Chief Engineers of the Baltimore and Ohio Rail road Company, that a rail road can be constructed between Cumberland and Brownsville, and hence to Wheeling and Pittsburg, at a graduation without any inclined planes, and so that not only passenger trains but burden cars may be drawn by locomotive engines up the highest elevation, at a velocity exceeding

* Mr. Mowry also completed from the foundation, a new bank barn 84 by 64 feet, without one drop of liquor used.

10 miles per hour:—and whereas this meeting, being fully satisfied that an immediate construction of said road would greatly promote the welfare of the people of Maryland and inhabitants of the District of Columbia, and of a large part of the States of Pennsylvania, Ohio, Kentucky, and Virginia, deem it proper and expedient that the deliberate opinions and anxious wishes of the inhabitants of this vast region should be clearly and fully expressed on this most interesting subject, as well to their municipal, as to their respective state Governments—therefore be it, by this meeting unanimously,

1st. Resolved, That it is expedient to hold a Convention in Brownsville, Pennsylvania, at 10 o'clock, A. M., on Wednesday, the 25th day of November, 1835, to be composed of three or more Delegates from the towns, cities and counties, of the District of Columbia and the several states that feel an interest in the immediate construction of a rail road between Cumberland and Brownsville, and hence to Wheeling and Pittsburgh—for the purpose of considering and adopting such measures as shall be considered most likely to cause said road to be soon constructed.

2d. Resolved, That Wm. Hogg, Jacob Bowman, Joshua Wood, Michael Sowers, Andrew Hopkins, Robert Clarke, George Dawson, David Binns, Joseph Thornton, James L. Bowman, E. L. Blaine, Thomas Sloan, Cephas Gregg, Henry Sweitzer, John Cock, David Porter, William Cock, and Eli Forsythe, be, and they are hereby appointed the Delegation to represent Brownsville and Bridgeport, in said Convention, with power to fill vacancies or add to their number, and to make arrangements for the accommodation of said Convention.

3d. Resolved, That Israel Miller, Jonathan Binns, jr. Thomas Sloan, Samuel J. Kreeps, Zephaniah Carter, Eli Abrams, Wm. R. Campbell, Hugh Keys, James Miller, William H. Clarke, G. H. Bowman, E. L. Blaine, John L. Dawson, John Snowden, jr., Westly Frost, William Barkman, Nathan Graham, Wm. F. Coplan, G. Shuman, John A. Gormly, and D. N. Robinson, be a Committee of Correspondence, charged with the duty of publishing and communicating these proceedings to such persons as may be disposed to promote the views of this meeting—and also that they be empowered to invite a representation from their particular city, town, or District in said Convention.

4th. Resolved, That copies of these proceedings be forwarded to Editors of Newspapers printed in the District of Columbia, the States of Maryland, Ohio, and Kentucky, and the Western portions of Virginia and Pennsylvania.

GEORGE HOGG, Chairman.

MICHAEL SOWERS, } Vice.
DAVID BINNS, }

G. H. Bowman, } Sec's.
John L. Dawson, }

From the Lancaster Journal.

THE SUSQUEHANNA CANAL FROM COLUMBIA TO TIDE.

Mr. Gay, the Chief Engineer, is now engaged making a final survey of the first twelve miles of this important work, commencing at Columbia, and extending along the east bank of the river to Burkholder's Ferry. It is expected the whole of this distance will be ready for letting by the first of December, and that the work will be prosecuted with the utmost vigor throughout the winter. The general width of the Canal will be 50 feet at the water line, and five feet deep. Where excavations are through rocky precipices, it is probable the width will be reduced, which will be amply compensated, by the frequent occurrence of indentations, or natural short bays of the river, by running the sea

walls or river embankments in nearly a direct line from point to point, which, while it will shorten the embankments, will present, occasionally, fine sheets of water, affording ample space for landings, and allow the boats to pass with greater speed.

From Burkholder's Ferry to tide, there is an opinion, founded on actual survey, that the Canal can be constructed at a much less cost, on the West than on the East side of the river; and, consequently, be kept in repair at a much less expense. The situation for a landing, for wharves and for a port to facilitate transshipment, is unquestionably preferable on the Havre-de-Grace side, than at any point that can be selected on the Eastern shore.

It is to be regretted, that so much delay has been occasioned by fruitless attempts to come to an understanding with the proprietors of the Maryland Canal. The work will now, however, progress; and should the obstacles to an amicable adjustment between the two companies continue, the public interest will not suffer by changing the Southern division of the Canal to the West side of the river, however it may operate to the disadvantage of a few interested individuals.

The annexed article from the Baltimore American, shows the estimation in which the citizens of Baltimore hold the plan of connecting the valley of the Susquehanna with the Chesapeake Bay, by a continuance of the Pennsylvania Canal from Columbia to tide. Great as are the advantages contemplated, we do not believe they are yet appreciated at one-tenth their value. We may form some idea of the immensity of the Anthracite coal trade from the mines of Lykens's valley, Pine Grove, and Luzerne, and the bituminous from Columbia, Clearfield, and Lycoming, by the Juniata and West Branch of the Susquehanna, and of the lumber trade; but we can form no estimate of the wheat, flour, corn, whiskey, tobacco, pork, beef, butter, lard, tallow, hemp, cotton, wool, furs, iron, lead, copper, &c. &c. which will pour from the North and West into the lap of commerce, the Great Chesapeake Bay, destined to become before long, the centre of the greatest trade in the world. That the Pennsylvania Canal will be totally inadequate to afford vent for the business which must offer in a very few years, is certain; and that the Chesapeake and Ohio Canal, and the James river and Kenhawa connection with the Ohio, instead of becoming injurious rivals to the Pennsylvania lines of canals and rail roads, will only prove useful auxiliaries, acting in concert, and relieving the immense business, east and west, from all apprehension of being interrupted or delayed by an inability to accommodate at all times the trade of which they are the destined channels.

We observe we have, perhaps without thinking of the full strength of the expression, denominated the Chesapeake Bay, "*the Lup of Commerce.*" As regards the trade of the United States, nature has conspired to make it so, and human sagacity and foresight cannot neglect so magnificent a gift. View all its advantages—its position in the centre of the Union—its numerous rivers, washing the richest vallies of three of the Atlantic States, and its immediate connection by different routes with the great West—What can prevent it becoming the centre of the commerce—of the wealth and strength of the Union?

SUSQUEHANNA CANAL TO TIDE.

Our city readers will be truly gratified to learn, that at the meeting of the Board of Managers of the Susquehanna Canal Company of Pennsylvania, held last week, a resolution was adopted directing their Chief Engineer to proceed forthwith with the detailed survey and location of one of the upper divisions of the Canal, with a view to its immediate commencement. This division embraces the most difficult portion of the route, and it was therefore deemed advisable to begin operations

upon it without further delay. It is intended that due notice shall be given of the formal commencement of the work, in order that the citizens of Pennsylvania and Maryland—who are to be closely and advantageously united by it—may be present to witness the auspicious event. Among our fellow citizens of Baltimore, the conviction is daily becoming stronger and more general, that of all the natural advantages of our position, there is none which offers so immediate and so large a return of benefit as the improvement of this short line of Canal, which will connect us most intimately with the entire line of Pennsylvania State Works. It is, therefore, a fair subject for honest and warm congratulation among ourselves, that the work is about to be commenced, and, we trust, energetically pushed to an early completion. *American.*

From the Rochester Daily Advertiser.

IMPORTANT TO FLOUR DEALERS.

Jacob Greaves vs. Henry Hendricks and Isaac F. Smyth.—This was an action of assumpsit against the defendants, as commission merchants in the city of N. York, to recover of them the balance of 242 barrels of flour, consigned to them to sell for and on account of the plaintiff, in the fall of 1833. The defendants sold the flour to N. H. Wolf, on the 12th of December, 1833, without receiving the money, and on the 22d of December Wolf failed.

The plaintiff, on the trial before Judge Gardiner, (at the late circuit Court in Monroe county,) proved, that in October, 1833, he proposed to manufacture and send the defendants, for sale, his flour, and that the defendants were to sell the same without risque to the plaintiff, or make it a cash sale, and stated that for all the flour that went into their hands he should look to them for pay. The defendant Smyth assented, and said there would be no risque to the plaintiff. The plaintiff directed the sales should be for cash, and cash only.

The defendants set up in their defence that by a custom or usage among dealers in New York, upon cash sales of any considerable quantity of flour, the custom was to deliver the bill and wait from one to six days for the money, and that this sale was in that way.

This branch of defence was objected to by plaintiff's counsel and the objection allowed.

His honor the Judge charged the jury upon this point:

That as to the claim for the flour sold to Wolf, the defendants were instructed to sell for cash and cash only, and if they trusted to the personal responsibility of Wolf, they failed with their lien and gave credit—that it was a question for the jury upon the facts—that a vendor who sells for cash to a certain extent retains his lien after delivery, but if he waves that by his subsequent conduct the sale thus becomes a sale on credit. Whenever property is parted with by way of sale and the personal responsibility of the vendee is *exclusively* relied upon, even for five minutes the lien is gone.

The jury found a verdict for plaintiff for the value of the flour.

Counsel for Plaintiff—C. M. Lee and O. Hastings.

Counsel for defendants—F. M. Haight and S. Boughton.

EXTRAORDINARY PRODUCTIONS.

Under this head, we have accounts from various parts of the Union, of rather uncommon radishes, potatoes, squashes, apples, beets, pumpkins, cauliflowers and cabbages;—In the latter, we did not, as we live in the Land of Sour Kraut, expect any could compete with us: But to our mortification we have been informed there is a tailor of Mount Holly, N. J. who beats us in cabbage,

squashes and cucumbers:—We will, however, proceed with our statement, and first we give a letter from

Mr. EDWARD PARKER,

To the Editor of the Lancaster Journal.

Mr. Maxwell,—This day, October 15, 1835, in gathering our cabbage for kraut, we were struck with their remarkable size. I had one put on the scales, which drew 20lbs. strong, at Hardwick.

Yours respectfully,

EDWARD PARKER.

As we are among the cabbage, it may not be amiss to state, that our neighbour, Doctor Carpenter, having selected a few heads in the garden of the editor for sour kraut, had the curiosity to weigh two of them, the first weighed 22 pounds, the second 23 and $\frac{3}{4}$ lbs. These were cut in the usual manner, rejecting the stock and refuse leaves.

There is now, in the Bar Room of Mr. Thomas Jeffries, Cross Key's Inn, West King street, Lancaster, among a collection of monstrous potatoes, hideous radishes, and turnips, a pumpkin, a real pumpkin, that girths *seven feet five inches*, and weighs *one hundred and sixty-seven and a half pounds!* This Pumpkin, (and a number more of the same kind and size,) was raised by Mr. John Carpenter, of Earl township, Lancaster county.

This is pretty well for Lancaster: But before we close, we will just mention that there is now to be seen, in the Bar Room of Mr. Rathfon, East King street, a corn stalk, ten feet two inches in length—cut off above the second ear.—*Lancaster Journal.*

MONUMENT TO PERRY.

At a public meeting of the citizens of the county of Erie, convened at the Court House in Erie, in pursuance of public notice, on the 5th of November 1835, to take into consideration the propriety of erecting a monument to the memory of Commodore Perry,

RUFUS S. REED was chosen President:

George Moore and } Vice Presidents,
Giles Sandford, }
And William Kelly, Secretary.

On motion,

Resolved, That it is due to the memory of Commodore O. H. PERRY, that a suitable monument be erected in commemoration of the brilliant and important victory obtained in the battle on Lake Erie, by the American, over the British fleet on the 10th September 1813.

Resolved, That in the opinion of this meeting the Borough of Erie is the most appropriate site for the erection of such a monument—This being Perry's headquarters while on the Lake—Erie being the naval station. Here the fleet was built that bore him to victory; from this port he sailed on his victorious cruise, and here returned with his prizes—and here yet remain many testimonials of that brilliant achievement—and in all probability if we ever again have occasion for a Naval armament on the Lake, Erie will again be designated as the naval station:

Resolved, That to carry into effect the object of the meeting, a committee of eleven persons be appointed, whose duty it shall be to correspond with our fellow citizens throughout the Union on the subject of the erection of the proposed monument, to invite their concurrence and active co-operation in the measure, to collect funds, procure a site and do all other business of an executive character necessary to accomplish the object—to fill vacancies in their own body, and to increase their number if necessary.

Resolved, That the following named gentlemen compose the committee designated in the preceding resolution, to wit: Col. Thomas Forster, George Moore, Ru-

fus S. Reed, P. S. V. Hamot, Giles Sanford, Thomas H. Sill, William Kelley, Daniel Dobbins, Robert Brown, John H. Walker and Samuel Hays, Esqrs.

Resolved, That the proceedings of this meeting be signed by the officers and published in all the papers of the Union, friendly to the proposed measure.

RUFUS S. REED, President.

George Moore, } Vice Presidents.
Giles Sanford, }
William Kelley, Secretary.

From the London Public Ledger.

LIVERPOOL AND MANCHESTER NEW CANAL

We understand that it is intended to form a canal between Liverpool and Manchester, parallel with the famous railway, and nearly of the same length, viz: thirty-two miles.

The new canal is intended for the cheaper conveyance of the passengers, luggage, light goods, and parcels which are now carried by the Liverpool railway coaches and wagons. This undertaking owes its origin to the unprecedented success, in point of despatch and cheapness, of the light passenger boats on the Scotch canals between Paisley, Glasgow and Edinburg, and to the invention of a new apparatus for passing light boats rapidly up and down the ascents and descents of canals without loss of time or expenditure of water.

This apparatus is now in the process of being established on the Forth and Clyde canal. It is simple in its form and cheap in its construction, and from the length of the boats being unrestricted by locks, a great additional buoyancy to the boats and consequent increase of their velocity is obtained.

With respect to the cheapness and speed of this conveyance, the experience of several years has now fully proved that passengers and light goods are easily and regularly conveyed on canals in light iron boats drawn by two horses, and accommodating from 100 to 150 passengers; at a speed of 10 miles an hour and upwards, and at fares less than one-third of the Liverpool railway fares, and from thirty to forty per cent. less than the actual cost of outland expense of conveyance on the Liverpool railway, and it has also been ascertained that the speed on canals, can, if necessary, be increased to twelve miles an hour.

The cost of making the new canal perfectly complete, is estimated at £250,000, or nearly £8,000 a mile. It will require no locks, and only a small reservoir to supply the evaporation of water in summer. It will have a towing path on each side; that is, one for the horses in each direction. The time consumed in the journey between Manchester and Liverpool, (including that of the omnibus conveyance at each end) will not exceed three hours; the great obstacle to speed arising from locks, and restricted length of the boats to suit the locks, being now removed.

The fares to passengers on the new canal, will not exceed the rates charged to passengers on the Paisley Canal, the average of which hardly exceeds one half penny per mile. The average fare on the new Liverpool and Manchester Canal will therefore be about one half penny per mile; or from seventeen pence to twenty pence for thirty-two miles, the distance between Liverpool and Manchester.

This average rate of fares is less than one-third of the average rate of fares exacted from passengers on the Liverpool railway, and from thirty to forty per cent. under what the Liverpool Railroad directors have in their printed reports stated to be their outlay on each passenger conveyed by them between Liverpool and Manchester. At this low rate of fares the proprietors of Scotch canals, and particularly the Paisley Canal, have during the last four years, been increasing the number of their passage boats, and the frequency of their voy-

ages or trips. On the Paisley canal the boats start from Paisley to Glasgow twelve times a day—that is hourly, and as often from Glasgow to Paisley.

There being little trade between Edinburgh and Glasgow, the trips of the boats on the canals between the two cities, are not so frequent as on the canal between Glasgow and Paisley. But the number of miles run by the passage boats on the canals between Edinburgh, Glasgow and Paisley daily, are upwards of 900 miles; whilst the total number of miles run daily by the passenger coaches and uncovered wagons on the Liverpool and Manchester railway, amounts only to 550 miles daily.

Another striking fact is certain. The gross amount of the fares levied daily for running these 900 miles on the canals, does not much exceed one half of the sum staved by the railway directors as the actual cost of running 550 miles on the Liverpool railway. And yet a large proportion of the canal receipts are profits to the canal companies, who have been thereby induced to go on regularly in improving their passage boats, and increasing the number of their voyages.

On the canal between Liverpool and Manchester, it is proposed that a boat shall start from Manchester to Liverpool, and another boat from Liverpool to Manchester, at the end of every hour, for twelve hours daily, thus giving twelve opportunities from Liverpool to Manchester, and as many from Manchester to Liverpool, and running 768 miles daily, or 280,320 miles in the course of the year.

The boats are to be constructed and fitted up in the same manner as those on the Paisley canal, with two neat cabins, which will easily accommodate from one hundred and twenty to one hundred and fifty passengers, or three thousand six hundred passengers daily.

The cost of running these boats, stated at the same rates as on the Paisley canal, will be £11,000 yearly, including interest of the capital or cost of the boats and of the horses employed in drawing them, and a sinking fund to compensate their deterioration, and provide for their replacement.

The above calculations are based upon the actual cost of running exactly similar boats and some larger boats on the Scotch canals. From the great extent of the trade, wealth and population of Manchester and Liverpool, compared with Paisley and Glasgow, the quantity of passengers and goods conveyed on the canals between Paisley and Edinburg, must be altogether trifling compared to that which will be conveyed by the canal between Manchester and Liverpool; and judging from what has already been effected by the increased speed and unparalleled cheapness of the improved iron boats on the Scotch canals, it is calculated that the light iron boats on the new canal between Manchester and Liverpool will be amply supplied with goods and parcels, and that the revenue arising from the trade will be at least 20 per cent on the capital expended.

A very large revenue, also, may be assuredly expected from night boats, carrying light goods, parcels, luggage and passengers, at lower rates than during the day, as has for several years been done on the Forth and Clyde and Union Canals between Edinburg and Glasgow. In these night boats the charge for a parcel not exceeding one stone in weight will be only 4d, which is just one third of the Liverpool Railway charge.

When it is considered that the average fares to passengers on the famous Liverpool Railway are from triple to quadruple the average fares in the neat and comfortable cabins of canal passage boats, running ten miles an hour and that many of the railway passengers are conveyed in uncovered wagons, the success of the proposed undertaking may be considered as perfectly secure. For even supposing the railway company (encouraged by their corporate privilege exempting the partners from being liable for the debts of the corporation) were to reduce the fare of their passengers to the mere outlay or cost of the conveyance, it will be from thirty to

forty per cent. above the canal fares, which after defraying all expenses, afford a handsome profit or dividend to the canal proprietors.

Unlike the railway, the new canal will furnish accommodation to all the country on its route, equal to that given by the railway to the towns only at each extremity; for passengers on the canal can be received or landed by the boats wherever required.

The whole line of the canal may thus, from frequency and ease of access, become like the main street connecting Liverpool and Manchester, and furnish sites for all kinds of manufacturing and chemical establishments, the canal affording a constant and abundant supply of water.

As soon as the new canal is fairly established and the quiet smoothness, speed and unrivalled cheapness of the conveyance is experienced, we may expect to have opportunities not merely every hour, but every half hour, of passing between Manchester and Liverpool, at one third of the expense by the railway.

REPORT OF THE SCHOOL DIRECTORS.

Of the District consisting of the Borough of Northumberland, in the county of Northumberland, to the Superintendent of Common Schools, for the year ending the first Monday in November, 1835.

Number of schools—3.

Number of scholars—Male 97—Female 91 188

Number of Teachers—Male 1—Female 2 3

Teachers salaries—Males \$75 per quarter—One female \$50 the other \$45 50 per quarter.

The characters of the Teachers—Good.

Branches of Study taught—Reading, writing, arithmetic, geography and English Grammar.

Number of months each school has been kept open—

Schools commenced 1st of June, and are intended to be kept open for 6 months from that time.

Cost of school houses—Purchasing lot \$50
Building, 58 in part.
Renting and Repairing 11

Other costs of maintaining the schools—Desks, benches, books, stationary and wood \$31 61

Money received for the use of the schools—Received from the Borough under the 7th section of the act of 1834. \$302 20

Received nothing from any other source

J. R. Priestley,
John Taggart,
Wm. Forsythe,
C. Heck,
John Frick,
Thos. T. Bonham,

School Directors.

Ordered, That this report be published in the *Miltoonian*, agreeably to the 16th section of the act to establish a General System of Education by common schools, passed 1st April, 1834.

Northumberland, November 20, 1835.

CIRCUIT COURT OF THE UNITED STATES,

NOVEMBER 13th, 1835.

On motion of C. J. Ingersoll, Esq.—

Ordered, That, in remembrance of the respect entertained by the Circuit and District Courts of the United States, for the Eastern District of Pennsylvania, for David Caldwell, lately deceased, for many years Clerk of those Courts, in which office his fidelity, scrupulous integrity, and uniform devotion to all the duties of his station were always conspicuous and exemplary, it be entered on the minutes of the Court, that the Judges

and the Bar sincerely condole with the family of the deceased, in his loss, and cherish a deep sense of his virtues.

FRANCIS HOPKINSON, Clerk Circuit Court.

From the Village Record.

TOWNSHIP LYCEUMS.

No County in the State contains more knowledge upon the natural sciences than Chester county. Mineralogy, botany, &c. are a principal study at our male and female Seminaries. The recent formation of a county Lyceum, has given new vigor to the lovers of nature; and several township Lyceums have been formed, with a spirit on the part of the undertakers that will give them extensive usefulness. The records of these several societies should be preserved with the greatest care; they, together with the cabinets, will furnish to future generations the best data of times and men that are gone. The local history of the township, the leading events that transpired during the revolutionary war, the biography of leading men should be carefully collected, and placed in the archives. These things will all be very curious and interesting 500 years hence. The historian will rely upon them for facts; and the antiquarian will discover reminiscences, that would long since have been lost from the memory of man, and sunk into oblivion.

Every township, of course, will begin with small collections of curiosities; but if they increase but slowly, in one hundred years they will contain a valuable fund of knowledge.

Much credit is due to the intelligent citizens of several townships for their zeal in this subject. We trust they will find a rich reward for their labours in the pleasures derived from the consciousness of doing good to society.

From the Miners' Journal.

FARMING IN SCHUYLKILL COUNTY.

For the information of all who may be unacquainted with the productiveness of the soil of our county, and especially for those who have been in the habit of underrating the value of agricultural pursuits in this vicinity, we subjoin the following statement of the product of forty acres in the neighborhood of M'Keansburg, raised during the present season. This statement has been handed to us by William Audenried, Esq. who set apart the aforesaid forty acres for the purpose of making a fair experiment, which would test the value of farming in this county, and who accordingly kept a strict and accurate account of the products of the same. The character of the soil is red shale and loam, and the land had previously received two limings, at the rate of fifty bushels to the acre, at each liming. We have the utmost confidence in the fidelity of the subjoined details. The statement is not an exaggerated one. It is intended to convey no false impressions. It is a simple statement of facts. The prices annexed, have, in several instances, been actually received, and in some instances they are below actual sales. The whole goes to show that forty acres of land, with *ordinary cultivation*, may be made to yield products to the value of *one thousand dollars and upwards*. Any farmer may calculate for himself the cost of cultivation. This fact speaks volumes as to the advantages and value of agricultural pursuits in this neighborhood. It furnishes a good plea for refusing to abandon our firesides and homes, to go in quest of a Land of Promise. Instead of emigrating to the West, we advise our friends abroad to emigrate to Schuylkill county. Where will you find better markets? Where equal salubrity of climate? Where better openings for the exertions of enterprise and industry? The answer is—no where! We avail ourselves of

the present occasion again to remark, that we have considerable quantities of waste land in our immediate vicinity, which ought to be put under cultivation without delay. Why should this land remain idle and unproductive, with such a market as our town and neighborhood afford—so near to it? Among other reasons that might be assigned, we may mention the fact that mining pursuits engross the greater portion of the attention of our inhabitants, and consequently operate most strongly to the neglect of husbandry. Nevertheless we believe the time is not distant when the whole of this land will be eagerly sought after. In the following statement, it will be seen that the article of Mangel Wurtzel is mentioned. This is a species of beet of very great productiveness, so much so that the amount raised was at the rate of 62½ tons to the acre, according to the calculation made by Mr. Audenreid. It furnishes an excellent food for horses, cows, oxen, sheep, &c. and even poultry may be fed on it. It has been very successfully cultivated in the neighborhood of Philadelphia, at the rate of forty-four tons and upwards to the acre, and in England it is said that sixty tons to the acre have been raised. We think it worthy of attention in this county, where its great productiveness has been already ascertained.

Product of the forty Acres.

Rye	330 bu.	75	\$247 50
Hay*	16 tons	\$20	320 00
Corn†	400 bu.	50	200 00
Potatoes	200 bu.	31	62 00
Turnips	116 bu.	30	34 05
Mangel Wurtzel	5 tons	\$5	25 00
Radishes	20 bu.	30	6 00
Winter Apples	200 bu.	25	50 00
Pumpkins	5 loads	\$2	10 00
Fodder			25 00
Straw			53 50
Pasture	24 acres at \$2		48 00
			<hr/> \$1081 05 <hr/>

SANDY AND BEAVER CANAL.

At a recent meeting of the Board of Directors of the Sandy and Beaver Canal Company, held in New Lisbon, a decision was had in regard to the location or termination of this improvement. Bolivar, in Tuscarawa county, we learn, is the place designated for its junction with the Ohio Canal. If the anticipations of the friends of this enterprize are realized, Bolivar, by this circumstance, will be rendered a place of some commercial importance. The following account of the place is extracted from the Canal Dover Commercial Advertiser. *Cleveland Herald.*

“Bolivar is situated near the mouth of Sandusky creek, on the west side of the river, on the canal, in Lawrence township—was laid off in 1825 into 109 lots, averaging from 33 to 60 feet in front, and from 100 to 168 back. Messrs. Shrob and Christmas were the original proprietors. The town was first called Kellysville, but shortly changed to Bolivar, in respect to the great South American General. Mr. Machan in 1828 laid off 56 lots in addition, called the Western Liberties of Bolivar. The original town has several warehouses and stores. When the Sandy and Beaver Canal shall be completed, Bolivar must, as a consequence, increase in population and wealth.”

* Eight tons sold in Pottsville, for \$20 per ton cash.

† One hundred bushels sold last week, for 65 cents per bushel.

From the Conneaut Gazette.

RAIL ROAD.

There are several projected Rail roads in agitation, to connect the Lake with the Ohio River, and the friends of the several different routes appear sanguine in the belief that their respective routes are practicable. We have no disposition to inquire into the practicability of these routes with a view to institute a comparison, or in any way to interfere either with the one or the other; but while others are proclaiming the advantages of other routes, we may at least, be permitted to notice a route which in our opinion, offers greater inducements for the investment of capital, than any other route which can be selected; and that route is, from Conneaut Harbor, to the mouth of Beaver River. A glance at the map, with but a superficial view of the country between the Lake and the Ohio River, will convince any person that this route is not only practicable, but that a Rail Road can be constructed on this route at an expense much less, than upon any other route that can be designated. The distance from our Harbor to Beaver, is but 85 miles; and the country is one uninterrupted level. At a distance of twenty-three miles from the Lake, we strike the Puymatuning creek, one of the principal branches of the Shenango; and by following down the valley of this creek, and the Shenango and Beaver rivers, and which is almost a direct course, we find one of the best routes for a Rail road which this or any other part of the country presents.— These three streams, until we arrive within three or four miles of the Ohio River, afford no mill privileges of importance, so level is the country. Our Harbor is one of the best on the southern shore of Lake Erie, and our village is rapidly increasing; while at the mouth of Beaver villages are growing up as if by magic. The water power at Brighton is sufficient for five hundred mills, and the iron ore, and stone coal, which are inexhaustible in that vicinity, render it certain that the mouth of the Beaver is destined to become one of the most important manufacturing places in our country.— At a distance of fifty-five miles from the Lake, directly on the proposed route, is an inexhaustible bed of stone coal, which is said to be very nearly, if not quite equal to the best Pittsburg coal; which, when we take into view the consumption of wood upon the Lake shore, and the probable scarcity of that article in a very few years, gives an increased importance to the proposed route. The consumption of wood along the southern shore of Lake Erie is immense, and unless we have an avenue to these coal mines a few years hence, our fuel will command exorbitant prices. We have no doubt but that even at this period a Rail Road from here to the Brookfield coal beds, would be profitable stock, as the villages upon the Lake consume a large quantity already, and the consumption, especially if the coal is good, will annually increase.

We have before remarked that we believed this would be by far the least expensive of the several proposed routes, and in this assertion we are more than supported by one whose opinion on this subject is entitled to the highest respect; as he has more practical knowledge of the country, and of the construction of Rail Roads, than any individual within this section of the Union. In a conversation with the writer of this article a few days since, he remarked that in his opinion, a rail road could be constructed from this place to the mouth of the Beaver, for one half the sum it would require to construct from any within this country, having its termination at any point on the Ohio River, within the county of Columbiana; as the county south of Warren is broken, and intersected with streams, and illy adapted to the construction of a Rail Road. If this is true, and it is the opinion of one who enjoys better opportunities of judging correctly than any other individual, it is a project which demands an effort correspond-

ing with the great benefits to be obtained; and we are pleased to say, that the people residing along the contemplated route in this State, are up and doing; and we trust that the citizens of New-Castle, Brighton, Beaver, &c. will second the efforts of their neighbors.

From the Miners' Journal.

ANTHRACITE COAL.

Every day seems to bring forth the discovery of a new application of Anthracite Coal. The uses to which it may be applied—even the refuse portions—are truly numerous. By the articles which we subjoin, it appears that the *dust* of Anthracite is invaluable as a fuel in burning brick, and that the siftings are equally useful in the generation of steam, in the silk factory at Providence, R. I. When to this is added the fact that the ashes are found to be an excellent manure, and likewise that they are considered the best preservative of all kinds of Fruit trees, and particularly Peach trees, against worms yet discovered, who will contend that any other mineral or product of the bowels of the earth in this state, can be esteemed of higher or more general utility.

Anthracite Coal used for burning Brick.—We have in our office a specimen of brick burned with the *dust* of Anthracite coal. The brick burned with this fuel has this advantage, that instead of being hard on the surface, and soft in the centre, is harder in the centre than on the surface. The dust is mixed with the clay, and the kiln set on fire as usual, and when sufficiently heated, the coal mixed with the brick ignites and burns till its inflammable matter is exhausted, when the bricks are found to be thoroughly burned. When it is recollected that the coal used for this purpose is the mere dust, (for it must be very fine,) such as would be otherwise wasted and thrown away, it must be seen that there is great economy in thus using it, and we doubt not its use in this way will become very general in and near cities and coal mines.—*Com. Herald.*

The Machinery in the Rhode Island Silk Company's Factory is propelled by a six horse power engine. The steam is generated with the siftings of Anthracite Coal, at an expense of 33 cents per day. This, till recently, useless and refuse portion of the Coal, is ignited and rendered about as valuable as any other, by the aid of Reynold's Patent Blowing apparatus.

MEADVILLE.

From the notes of a travelling correspondent of the "New Yorker."

There is a lovely little village—lovely in its situation at least—on the banks of the 'French Creek' branch of the Allegheny—Meadville by name—which I really think the finest I have seen in Western Pennsylvania. There is here a respectable and flourishing literary institution—a veritable College—and there is the usual accompaniment of such an institution, the manifestation of marked taste and neatness in the exterior and surroundings of many of the private dwellings. Shade-trees and cleanliness are every where noticeable. It may be that eleven hours' devotion to the making of thirty-seven miles headway, over roads and through a country which can scarcely become older and not better may have rendered me partial to any thing which should break the wearisome monotony of tedious hills and more tedious valleys. Be this as it may, my impression of Meadville is that of a fine country village, on a beautiful and fertile interval, surrounded by noble forest crowned hills and divided by a gentle and lovely stream. Should this differ from the true outline, the fault rests with my memory and with the four miles of endurable road leading into the village, which would have prepossessed me at this crisis in favor of any thing.

From the Miner's Journal.

RAIL ROADS TO THE LAKES.

The State of New York, it appears, has determined that Pennsylvania shall not enjoy her often vaunted advantages of early navigation from the west, without an earnest contest for the vast commerce it embraces.

The construction of her grand Rail road, to unite the Hudson with Lake Erie already moves; forty miles of it are offered to contractors;—the whole great line will speedily be alive with laborers, mechanics, contractors and engineers; and without delay, the whole work will be triumphantly executed. The Managers, like wise men, have called together three of the ablest engineers of the Union, to examine its cost, its difficulties and its practicability, and they have given the great enterprise their high and unquestionable sanction. "New York will soon regard our boasts of "six weeks earlier navigation," with derision, whilst the frosts of winter bind fast our transportation, its ice and snows will slide the products of the west and north to her rail road.—Instead of accumulations in the ports of the lakes for spring navigation, the month of March will find them securely accumulated, for the *City of New York*, upon the Hudson. Our river navigation must wait for the freshets; our canals must wait for the spring; but the rail road of New York will wait for neither. There, on our north, will be a perennial and rapid transportation; on our south, the Susquehanna canal will drain off the trade to the Chesapeake; what then, is it incumbent on Pennsylvania to do in self defence, and in an honorable and enlightened competition? Let our noble and prosperous city, Philadelphia, with her board of trade, and her immense capital, look to this "tide in the affairs of men." If our eyes are not now opened, we may sleep on for ages. It is not yet too late to command success in the contest, and although here, as well as in New York, many are not aware of it, Pennsylvania is really in advance.

Our line of march by rail road is up the Schuylkill 100 miles to Pottsville, thence 45 miles to the union of the north and west branches of the Susquehanna, thence 42 miles up the beautiful valley of the West branch to Williamsport, there one line would proceed to Elmira, to *tap* both the great canal and rail road of New York, while another would proceed up the West branch and extend the more direct route to Lake Erie. The former line would intersect the New York rail road near the middle of the southern boundary of the state, and communicate with the Erie canals by the Seneca lake; and at Elmira, produce and passengers would be much nearer to Philadelphia, than to New York. Now, excepting the 42 miles from Sunbury to Williamsport, *this whole route* is already provided for by legislative acts of incorporation; parts are finished, other portions are in progress, and for *other* portions, more or less stock has been subscribed. Let us trace it more particularly.

From Philadelphia to Norristown, the rail-road is finished about 17 miles; between Norristown and Reading 25 miles are under contract, and in actual formation. A junction of the road is formed by the companies, and thus there will be 57 miles speedily completed. From Reading to Port Clinton, and thence to Pottsville, in all about 34 miles, the surveys have been made—the road located by the engineers, and the latter division, especially, ascertained to be singularly favorable. At Mount Carbon, a little eastward of Pottsville, begins Mount Carbon rail road, which unites a few miles to the west, with the Danville and Pottsville rail road. The latter is finished westward to the Girard, or city estate, embracing the coal field on the Mahoney creek, from which a considerable transportation of coal to the Schuylkill navigation has been successfully prosecuted for some months. These 12 miles of the Danville and Pottsville rail road, *certainly* comprehend the only mountain to be passed over, on the great communication between Phila-

delphia and the Lakes, pursuing the route, by the Williamsport and Elmira rail road, and it is highly probable, that no mountain west of it intervenes upon the direct route to Lake Erie, by the west branch. The success with which this, the most difficult portion of the Danville and Pottsville rail road has been executed, and the rapidity and security of the passage of coal, as well as to visitors, over its inclined planes, are subjects of admiration. On its summit, let us pause one moment in our progress. Eight or nine months have elapsed since the conveyance of coal over it commenced; some delay arose from the failure of a badly cast shaft, but ladies, as well as other visitors, have frequently been transported over the planes in from two to four minutes each, and no injury or accident has ever been sustained by any person. No other route to unite the Schuylkill with both branches of the Susquehanna, appears to exist, although gross misrepresentations have been made respecting the facilities of passing the Broad Mountain, from the heads of the little Schuylkill, to the Catawissa creek. It is not true that the distinguished Chief Engineer of the Danville and Pottsville rail road, ever engaged his services to that route, or assumed its responsibility:—it is not true that he ever declared that route to be practicable, without inclined planes; his deliberate report was decidedly to the contrary, and in contradiction of that report, he has authorized nothing to be said or published.

Proceeding westward from Girardsville, we find about 12 miles of the line still unformed, from deficiency of funds; and then commences the 20 miles down the Shamokin valley, through that great coal field to Sunbury, which have just been graded, and are ready for the superstructure. Fourteen miles of this division next to Sunbury, are now under completion, by laying down the sills and rails, and will probably be opened and travelled by carriages during the month of November next. From Sunbury to Williamsport, 42 miles, by the valley of the west branch, are not yet the subject of incorporation, but the ascent will be only 2 or 3 feet per mile, and the expense probably from 9 to 10,000 per mile. From Williamsport to Elmira, the course is also favorable, and a considerable part of that track has been subscribed. Here, then, are already considerable advances towards our continuous rail road communication from Philadelphia to Lake Erie; and if our citizens and capitalists are not insensible of their own welfare, Pennsylvania will not be overcome in the contest of Internal Improvement.

ARISTIDES.

LIBRARY AND READING ROOM COMPANY OF THE NORTHERN LIBERTIES.

At an annual meeting of the members of the Library and Reading Room Company of the Northern Liberties, held in their Hall, on Friday evening, 13th inst. the sixth annual report was submitted by the Board of Directors.

The following extracts from which, will show the state of the Institution:—

The receipts of the company for the past year have been seven hundred and seventy-four dollars and seventy-five cents—Of which amount there has been expended, seven hundred and fifty-seven dollars and thirty-four cents.

The library contains at present 2,509 volumes. The number of volumes added to the library since the last annual report is about one hundred and forty-five—being about 28 volumes more than the number purchased the year preceding.

The present number of stockholders is 198. The number of annual subscribers, so far as it can be positively ascertained, is twenty-four—making the whole number of stockholders, and annual subscribers, two hundred and twenty-two.

The board of directors having fitted up the lecture room in a style and manner suitable for lectures, have the gratification of announcing, that, notwithstanding the lectures delivered before the Library Company last winter were not as numerously attended as it was desired, yet the nett proceeds of them to the Company after defraying all the expenses, including all costs of fitting up the lecture room in its present state, was 21 dollars. The lecture room is now fitted up, and in case it should be deemed expedient by the Company to have delivered before them another course of lectures during the coming winter, the profits cannot fail to be much greater, as the expense will be comparatively small.

The board have also, since the last annual meeting, procured to be printed 500 catalogues, one of which they have thought proper to present, without charge, to each stockholder of the institution.

The ordinary pecuniary resources of the institution, it will be perceived by the several annual reports, are but little more than adequate to the payment of the rent and necessary expenses, leaving but about one-fourth of the whole amount, and even less than that for the purchase of books. Hence even a small increase of stockholders would at this time have a great effect in filling up our shelves. Every one, during the first year of his membership, will add eight dollars worth of books to the library.

This, therefore, shows the vast importance of efficient exertion on the part of the Company to augment their members. If there were but 20 new stockholders procured the present year, (which could be easily done by making a little interest for that purpose,) they would be the means of adding at once in the first year of their membership, to the property of the Library, one hundred and sixty dollars worth of books. It is to be hoped, therefore, that every member of the Institution will feel it his duty to lend his exertion to the furtherance of its interests for the coming year.

The cause of knowledge, the interests of society, and the honor of the community in which the Library is located, require it. And the Board flatter themselves that the requisition will not be lightly disregarded.

The Company then entered into an election for fifteen Directors, to serve for the ensuing year, which resulted in the choice of the following named gentlemen, to wit:

Joseph Trotter	Samuel Bonnell
Samuel Megarge	Samuel N. Davis
Charles Naylor	Jno. G. Wolf
Benjamin Matthias	Benj. Baker
Dr. Jno. A. Elkinton	Joseph Jeanes
Dr. Charles Noble	Dr. J. L. Pierce
Samuel Townsend	Ebenezer Levick.
A. S. Ackley	

The Board subsequently organized by the election of
JOSEPH TROTTER as President.

Secretary—Samuel Megarge.

Treasurer—Benjamin Stevenson.

Register—J. L. Pierce.

FARMERS' AND MECHANICS' BANK.

At an election held on the 16th inst. the following named Stockholders were elected Directors.

Joseph Tagert	Nathan Bunker
Seth Craigie	Hugh F. Hollingshead
Samuel Richards	Robert Toland
James M'Alpin	Charles Vezin
William W. Fisher	Henry White
Joseph Howell	Thomas P. Hoopes.
William Gerhard.	

And at a meeting yesterday, JOSEPH TAGERT, Esq. was unanimously re-elected President.

W. PATTON, Jr. Cashier.

MECHANICS BANK OF THE CITY AND COUNTY OF PHILADELPHIA.

At an annual election for Directors, held on the 16th instant, the following named gentlemen were duly elected:

Lemuel Lamb	Wm. R. Thompson
Stetson Lobdell	Clem Tingley
Charles S. Boker	Henry R. Gilbert
Abner Davis	Edmund Wilcox
William E. Rogers	James L. Newman
William H. Hart	Uriah Hunt
John Dalzell,	

At a meeting of the Board, held yesterday, **LEMUEL LAMB**, Esq. was unanimously re-elected President.

J. B. MITCHELL, Cashier.

COMMERCIAL BANK OF PENNSYLVANIA.

At the election for Directors, held on the 16th inst. the following gentlemen were chosen to serve the ensuing year:

James Dundas	Robert S. Johnson
Caleb P. Wayne	Robert T. Potts
Bankson Taylor	John Haseltine
Thomas Reeves, jr.	Samuel Brooks
William Wilson	Garrett Newkirk
William Lynch	Jacob M. Thomas
John B. Grubb.	

And at a meeting of the Board, held yesterday, **JAMES DUNDAS**, Esq. was unanimously re-elected President.

GIRARD BANK.

At an election for Directors of this Bank, held at the Banking House on Monday, the 16th instant, the following gentlemen were chosen to serve the ensuing year, viz:

Directors.

James Schott	John Grigg
Thomas C. Rockhill	T. M. Bryan
William M'Kee	George Ralston
Charles F. Lex	J. P. Wetherill
Pearson Serrill	J. W. Gibbs
Levi Taylor	John S. Riddle.
Thomas Cave	

And at a meeting of the Board, yesterday, **JAMES SCHOTT**, Esq. was unanimously re-elected President.
By order of the Board.

WM. D. LEWIS, Cashier.

MANUFACTURERS' AND MECHANICS' BANK.

At an election held on Monday, the 16th instant, the following gentlemen were duly elected Directors for the ensuing year, viz:

Thomas H. Craige	Jacob Coleman
Joseph Reakirt	Henry Stiles
B. M'Creedy	Jacob Alter
Jos. P. Norris, jr.	John Welsh, jr.
Robert V. Massey	Samuel Parker
Michael M'Gill	John V. Hart.
John Phillips	

At a meeting of the Board held yesterday, **THOMAS H. CRAIGE**, Esq. was unanimously re-elected President.

KENSINGTON BANK.

At an election held at the Kensington Bank, on Mon-

day the 16th instant, the following gentlemen were duly elected Directors, to serve the ensuing year:

Jonathan Wainwright	Arundus Tiers
John Vaughan	Charles Elliott
Michael Day	Henry Crilly
John E. Keen	Wm. A. Stokes
Edmund Pryor	Samuel Pilling
Benjamin Naglee	Hugh Smith.
George Landell	

And at a meeting of the Directors yesterday, **JONATHAN WAINWRIGHT**, Esq. was unanimously elected President.

MOYAMENSING BANK.

Philadelphia, November 23, 1835.

At an election for Directors held at the Banking House on Monday the 16th instant, the following named gentlemen were elected for the ensuing year:

Joseph Solms	Randall Hutchinson
Samuel Miller	John Devereux
Geo. Sayen	John Prentis.
Geo. C. Stevenson	Philip Reilly
Alexander Burden	Charles Ritzer
Frederick Klett	John J. Kridey
Alexander Austin.	

At a meeting of the Board, held this day, **JOSEPH SOLMS**, Esq. was unanimously elected President.

JOHN NEAL, Cashier.

BEAVER SILK CULTURE AND MANUFACTURING COMPANY.

At a meeting of the Beaver Silk Culture and Manufacturing Company, on Monday the 2d November, at the house of W. Neil, the following named gentlemen were elected Directors for one year:

Dr. M. B. Smith	Samuel C. Atkinson
John B. Trevor	Charles H. Kerk
William Neil	Jesper Harding
Mark Richards	James Patterson, of Beaver.

And at a subsequent meeting, John Dickey, and Ovid Pinney, were elected Directors for Beaver county, to serve the ensuing year.

The following officers were also duly elected.

President—Samuel C. Atkinson.
Treasurer—George W. Ash.
Trustees—Dr. M. B. Smith, and John B. Trevor.
Acting Manager—M. T. C. Gould.
Secretary—E. Burke Fisher.

BANK OF MIDDLETOWN.

The following named gentlemen have been elected Directors of the Bank of Middletown, for the ensuing year:

Benjamin Jordan	Henry Welsh
Joseph Ross	John Berryhill
Joseph Brestel	J. C. M'Allister
John M'Cammon	John Gingrigh
Mercer Brown	Samuel Redsecker
Martin Nissley	Daniel Kendig
Henry Smith.	

BANK OF PITTSBURG.

At an election held at the Banking House of this institution, on Monday last, (16th inst.) the following gentlemen were elected Directors for the ensuing year:

John Graham	Hugh Mac Shane
James Irwin	John Irwin
John Caldwell	James Brown
Charles Avery	John Bissell
Wm. M'Knight	John D. Davis
Nathaniel Holmes	Lewis Hutchinson.
Benjamin Darlington.	

SCHUYLKILL BANK.

November 23d, 1835.

At an election for Directors of this Bank, held on the 16th instant, the following gentlemen were duly chosen:

Wm. Meredith,	James Boggs,
Edward Smith,	Samuel P. Wetherill,
Aaron Denman,	Frederick Brown,
Joseph Montgomery,	John M. Chapron,
Bartholomew Wistar,	Alexander Symington,
Robert Fleming,	Samuel Breck.
John Ford,	

And at a meeting of the Board, held this morning, WILLIAM MEREDITH, Esq. was unanimously re-elected President.

WESTERN BANK.

Philadelphia, Nov. 23d, 1835.

At an election held at the Banking House, on the 16th inst. the following gentlemen were elected Directors for the ensuing year:

George Troutman	Hezekiah Buzby
James Rogers	Stephen Henderson
Britain Cooper	John Crean
P. P. Gaskill	Charles Humphreys
Joseph Yeager	Robert Burgess
Jacob W. Corlies	Charles S. Wood.
William Camm	

At a meeting of the Board this day, GEORGE TROUTMAN, Esq. was unanimously re-elected President, for the ensuing year.

GERMANTOWN BANK.

At an election for Directors held at the Bank, on the 16th instant, the following gentlemen were unanimously elected to serve the ensuing year, to wit;

Samuel Harvey,	N. Rittenhouse,
Charles J. Wister,	Horatio G. Jones,
John Smith,	William Rowley,
James Ashmead,	William Kinsey,
Charles Bockius,	Isaac Whitelock,
Jacob Hortter,	William Overington,
John Greer,	

And at a meeting of the Directors, on the 23d inst., SAMUEL HARVEY, Esq. was unanimously re-elected President.

BANK OF PENN TOWNSHIP.

Philadelphia, November 23d, 1835.

At an election for Directors held on the 16th instant. the following gentlemen were duly elected for the ensuing year:

Elijah Dallett,	Lawrence Shuster,
Anthony McConnell,	Bartholomew Rees,
Samuel C. Spackman,	Samuel Bispham,
Samuel C. Bunting,	Richard Paxson,
Adam Woelpper,	James McClure,
Benjamin Davis,	William White.
Wm. G. McCahan,	

And at a meeting of the Board held this day, Elijah Dallett, Esq. was unanimously re-elected President.

Millerstown, Nov. 9, 1835.

It is a fact, that two seeds, planted by Mr. John Bortsfeld, yielded him fourteen pumpkins, which in all, weighed nine hundred and sixteen pounds. The largest of them was in circumference seven feet ten inches, and weighed one hundred and ninety-nine pounds. This may be truly styled a mammoth, and might appear incredible; but the truth of the matter

is put beyond all doubt, by its being measured and weighed in the presence of some of the respectable neighbours; and the pumpkins while yet on the vines, were viewed by hundreds of astonished people, far and near, who were led by curiosity to see them.

A CITIZEN OF MANOR TOWNSHIP.

HIGH FRESHET.—For the last thirty years the Alleghany river and French creek have not been known to rise as high as they have been during a part of last week. Several families in the lower part of the town were obliged to remove, apprehending danger of being swept away. Fences, houses and hay-stacks were seen floating down the Alleghany. The lock at No. 11 has been materially injured, and it is apprehended that serious damage has been done to the public work on this line. The losses suffered by the flood have not yet been ascertained, but it is supposed they are considerable. —*Venango Democrat.*

GREAT FRESHET.—The Franklin (Venango co.) Intelligencer of the 27th ult. contains some particulars of a very destructive freshet in the Alleghany river and French Creek. It seems that it commenced rising on Sunday, the 18th ult., and continued to pour down in torrents the greater part of the three days following, until the river and creek and their tributaries were swollen to an almost unparalleled height. Much property was swept away—several families near the lower lock were obliged to leave their habitations, or betake themselves to the second floor. We annex the conclusion of the account:

Immediately below the big dam, the reaction of the water, after it pitches over, has washed away about five rods of canal, and undermined the superstructure of the lock to such a degree, that the lowest gate, and about one half of the stone work has keeled over into the creek. About one half of the earth or filling in, between the abutment of the dam and the lock, is already washed out, and the rest is going as fast as the reacting surges can take it; so that there is little else now to bear up against the awful weight of water above, but the strength of the stone work; and should the water continue to undermine, the abutment must give way, and with it will go the dam. We much fear the result, but hope for the best. As it is now, it presents one of the most sickening wrecks imaginable; and if not temporarily repaired as soon as the water falls, so that its reaction cannot undermine the abutment, it never can survive the spring floods; this any person can plainly see. Four thousand dollars will probably not repair it as it should be. We have not heard of any material injury having been done to any of the other dams, that can be relied on.

Lumbermen on French creek are informed that they cannot pass the big dam, as the lower gate and part of the lock are entirely demolished; and the upper gate has to be kept shut, in order to prevent further mischief. When it shall have been rendered passable, we will let them know through the same medium.

MAMMOTH PRODUCTION.

The agricultural productions of the present season have been remarkably fine, and almost every paper we open contains an account of some extraordinary growth of the vegetable species. George Nagle, Esq. of this place, informed us yesterday, that he had been presented with a *Radish* raised on the farm of Gen. William Clark, of Perry county, which weighed 25½ pounds, and measured in length 2 feet four inches, and in circumference 42¼ inches. This mammoth production of nature may be examined by the curious at the hotel of Mr. Nagle.

CONVENTION QUESTION.

Notwithstanding the majority of eleven thousand votes in the state favorable to an alteration of the Constitution, it appears that the anti-convention Districts have a majority of members in the Legislature. The following is the arrangement of the Districts on the vote for and against a Convention.

<i>For.</i>		<i>Against.</i>	
Allegheny	4	Adams	2
Armstrong	1	Bedford	2
Beaver	2	Berks	4
Bradford & Tioga	2	Bucks	4
Butler	1	Cambria & Somerset	2
Columbia	1	Centre & Clearfield	2
Crawford	1	Chester	4
Cumberland	2	Dauphin	2
Erie	1	Delaware	1
Fayette	2	Franklin	2
Green	1	Juniata & Mifflin	2
Huntingdon	2	Lancaster	6
Indiana & Jefferson	1	Lebanon	1
Luzerne	2	Lehigh	2
Lycoming, Potter, and		Montgomery	3
M'Kean	2	Northampton, Wayne,	
Mercer	1	& Pike	4
Susquehanna	1	Northumberland	1
Venango & Warren	1	Perry	1
Washington	3	Philada. city and	
Westmoreland	3	county	15
—		Schuylkill	1
—	34	Union	2
—		York	3
			66

Poulson.

From the Western Argus.

PROSPERITY OF BEAVER.

Nov. 18.—Within ten days past, extensive sales of real estate have been made in this vicinity, to a company of Philadelphia capitalists, two of whom (Messrs. S. C. Atkinson and Mark Richards,) have been among us for some time. Their most extensive purchase is the principal part of Mr. Stone's property at Beaver Point, for which they pay the sum of \$20,000. We understand that it is their intention at this place to establish the culture and manufacture of *Silk*, with a capital of \$50,000; preparatory to which they will immediately attend to the selection and setting out plants of the Mulberry, as well upon their East Brighton purchases, as at the Point. We are highly pleased that this important branch of manufactures is about to be established in our neighborhood; and we indulge the hope that it may lead others to devote some attention to it. It is no doubt destined to be of very great importance to the country.

We regret that we have not a list of the purchases made by these gentlemen, to present to our readers—for the present we must content ourselves with stating that they are in Beaver, Bridgewater, East Bridgewater, Brighton, East Brighton, and, perhaps, Sharon. To monied men abroad we would say, there are yet fine chances for profitable investment, as well for speculation, as for improvement; and no place holds out equal inducements to this section of country.

THE WEATHER.

The weather having been so mild up to Saturday evening last, many persons had made up their minds that we were to have no cold weather this season. But Sun-

day morning brought with it a cold N. E. snow and rain storm, which continued through the day and night, and until the penning of this paragraph, late last evening. The mercury on Friday rose to 66; but on Sunday morning it had sunk to 36 and Monday morning to 33. If we mistake not, we shall have winter enough before next March, to satisfy all the lovers of cold weather.

U. S. Gaz., Nov. 24.

We made a hasty mention yesterday, of the celestial phenomenon on Saturday morning. A friend yesterday handed us the following. We may remark, that to the habit of early rising, which led our correspondent to the enjoyment of the rich scene of Saturday, is he indebted for a sight of the great meteoric display of 1833.

Permit an early riser, of this city, to add to thy remarks of the phenomenon, which appeared on the morning of the 20th instant, that very uncommon light clouds first appeared rolling in the eastern horizon, with a splendor, past description, and when the redness was first seen, the clouds were tinged, as though a great fire was in the earth.—*U. S. Gaz., Nov. 24.*

Appointments by the Governor.

John Creigh, Esq. to be Notary Public for the county of Cumberland.

William Jack, to be one of the Associate Judges of Jefferson County, in the room of Elijah Heath, Esq. resigned.

Jacob Vanderslice, to be a Justice of the Peace, for District No. 3, in the County of Dauphin, composed of the borough of Harrisburg, and the townships of Lower Paxton and Susquehanna.

J. Peter Bæhim, Esq. to be a Justice of the Peace in Northampton County, for District No. 3, composed of the townships of Lower Saucon and Williams.

Benjamin F. Thomas, Esq., to a Justice of the Peace in Northampton County, for District No. 2, composed of the townships of Bethlehem, Hanover, and Lower Nazareth.

David Ginther, Inspector of Salted Provisions, in and for the City and County of Philadelphia.

Thomas Craighead, Esq. to be a Justice of the Peace for the District of South Middleton and Carlisle, in the place of Peter Labach, deceased.

George Smith, Esq. to be a Justice of the Peace in and for the same District.

Lewis Heyer, Esq. to be a Justice of the Peace in and for the District of Allen.

William Dean, Esq. to be a Justice of the Peace in and for the District of Monroe.

James Elliot, Esq. to be a Justice of the Peace in and for the District of West Pennsborough.

Jacob Snyder, Esq. to be a Justice of the Peace in and for the District of Shippensburg.

Appointment by the Surveyor General.

John Martin, Esq. of South Beaver township to be Deputy Surveyor for Beaver county, in the room of John Bryan, Esq. deceased.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 23.

PHILADELPHIA, DECEMBER 5, 1835.

No. 413.

UNION CANAL COMPANY.

Annual Report of the Managers of the Union Canal Company of Pennsylvania, to the Stockholders, November 17, 1835.

In presenting their Annual Report, in obedience to the requisitions of the Charter, the President and Managers of the Union Canal Company of Pennsylvania, have peculiar satisfaction in communicating to the Stockholders, that, during the last year, the Canal has afforded a navigation entirely uninterrupted by either breaches, or a deficiency of water, a gratifying evidence of the increasing permanency and retentiveness of the embankments; that the trade has considerably augmented, and the receipts from tolls have exceeded those collected in any previous year, notwithstanding a great reduction in the rates of toll took place in February last.

Although the Canal is but in its infancy, it has, in connection with the Schuylkill navigation, and the magnificent improvements of the State, conduced to an enlarged intercourse with the interior, encouraging, by cheapness of transportation, the remote agriculturist and manufacturer, to transfer to our metropolis, the various productions of their industry, opening new markets for the inexhaustible deposits of coal and iron, the valuable timber, and other immense resources with which Pennsylvania abounds, and promoting, by its invigorating influence, the prosperity and opulence of our enterprising community.

Convinced that the Union Canal is destined to participate extensively in the expanding commerce between the Atlantic and the fertile regions of the West, the Managers have persevered to make it an attractive, safe, and cheap avenue, adequate at all times to accommodate whatever amount of business may seek its channel; in attaining this, many obstacles and embarrassments have been encountered; having conquered all discouragements, and achieved a work of great public utility, they anticipate that the period is not remote, when this important improvement will return a liberal remuneration to all who have embarked in the enterprise.

During the last two years, large expenditures have been incurred in the prosecution of permanent improvements and repairs, indispensable to preserve an unimpaired navigation, and to remedy deficiencies; most of these are completed; that of the greatest magnitude, the new feeder, from the Water Works to the summit level, to supersede one fallen into decay, will be entirely finished in the present month; materials are provided to prosecute other works in the approaching winter; when these shall be completed, the expenditures will be much retrenched, and be limited to the incidental charges of keeping the Canal in order.

To impart a knowledge of these improvements, they are concisely enumerated:—

The new feeder from the Water Works, on Swatara, to the summit, is three and one-third miles in length; it is circular, three feet six inches in diameter, internally in the clear. A part, (seven thousand four hundred and fifty feet,) is constructed with hard bricks laid in

hydraulic cement, and is perfectly water-tight; the remaining part, ten thousand three hundred and ten feet, is composed of cylinders fitted into each other, made of white pine staves three inches thick, hooped with iron bands, and supported by strong timbers, resting on stone foundations; as no part of the wood work is in contact with the ground, it will not be liable to premature decay.

As the principal supply of the summit is derived from the Water Works, and is to pass through this conduit, every effort has been exerted to make it answer the important purpose for which it is designed, two miles having been in use since April last, its great utility has been demonstrated by the increased quantity of water it has discharged into the summit.

The bottom of the summit has been lined with two inch plank for the distance of nearly four miles; it is intended to extend the lining, during the approaching winter, about three-fourths of a mile further, for which purpose the necessary materials are provided. Several levels east of the summit, and two levels to the west, below Hummelstown, all of which pass through limestone, have been planked for the distance of seven hundred and eleven rods.

Plank, and other materials are provided, to line, during the winter, seven hundred and seventy-five feet on the navigable feeder, where large sinks in cavernous limestone have frequently occurred. It is believed that there are no other parts of the Canal which will require a resort to this method of preventing the loss of water.

A Collector's house at Middletown, and thirty-five Lock-keepers' houses, have been built, embracing all the points where they can be required.

Two weighing locks, one of them erected at Reading, the other at the Water Works, have proved useful in ascertaining the accurate weight of boats, and preventing impositions on the revenue.

Most of the aqueducts have been thoroughly repaired, and materials provided to rebuild, during the winter, the large aqueduct on the navigable feeder across the Swatara, and one below Reading.

A new feeder dam has been erected in Swatara Creek, and all the dams and feeders in the line repaired and strengthened.

The additional feeder introduced in the summit, by transferring to M'Laughlin's Pond one of the steam-engines from the Water Works, has proved so beneficial, that all apprehensions of a scarcity of water on the summit, even in the driest seasons, are dispelled.

Five hundred and sixty feet of iron pipes for a new main have been laid down at the Water Works, many bridges rebuilt, and materials provided for rebuilding others.

Many other extensive improvements and repairs have been made, and the Canal, throughout its entire length, is now placed in a condition calculated to confirm the confidence entertained of its stability, its abundant supply of water, and to insure a regular unimpeded navigation to the most active trade that may be presented.

Subsequently to the Report made in November last, the Canal continued open until 16th December, when it was obstructed by ice; on the 20th of March, the na-

vigation was resumed, since which time it has been exempt from the slightest embarrassment.

The tolls received from 1st November, 1834, to the 1st November, 1835, amount to \$135,254 20
The tolls collected the preceding year, were 119,870 53

Showing an increase of \$15,383 67
or nearly thirteen per cent.

The trade conveyed on the Canal this year was 118,978 Tons.
The trade of the preceding year, was 84,536

Showing an increase of 35,442 tons, or upwards of 40 per cent.

This great improvement of business, although it has not produced a corresponding increase of revenue, owing to the reduction of tolls before adverted to, is abundantly encouraging; the future promises to be still more propitious; the extensive improvements of the State, now in active and successful operation, will contribute to your Canal such an accession of trade as must realize a revenue equal to the most sanguine calculations.

The progressive advancement of business, since the Canal has been in operation, is shown in the following statement:—

Years.	Tons.	Tolls.
1828	18,124	\$15,512 10
1829	20,522	16,676 11
1830	41,094	35,133 82
1831	59,970	59,137 21
1832	47,645	59,061 06
1833	85,876	103,642 45
1834	84,536	119,870 53
1835	118,978	135,254 20

The articles which this year have increased most in quantity, are such as will continue to augment with the improvement and prosperity of the country.

Flour, grain, and tobacco, have increased about	50 per cent.
Iron coming East	90 "
Merchandise	33 "
Bituminous Coal	100 "
Anthracite Coal from Swatara Mines	100 "

The coal trade from Pine Grove, which has heretofore been inconsiderable, is commencing to develop its importance; nearly twelve thousand tons were shipped this season, principally by one establishment; the great abundance and superior quality of this coal, with the increasing demand for it, will stimulate other individuals to open mines, and furnish to the Branch Canal a permanent and flourishing business.

Damages to the amount of \$5,878 32, have been paid within the last year; some cases are adjusted, but not yet settled, and a few claims yet remain for settlement.

It may be proper to remark, that at any time after 1st January, 1836, the Company will have the option to pay certain loans amounting to \$830,400, unless the proprietors shall convert their respective amounts into shares of the capital stock prior to that day, the right of convertibility appertaining to such loans, expiring with the present year; if they be not paid off by the Company, the interest will continue to be paid as heretofore, until notice for their redemption be given.

Annexed will be found the Treasurer's annual account of receipts and expenditures, also a statement of the articles and tonnage conveyed through the Canal within the past year.

In conclusion, the Board congratulate the Stockholders upon the success which has attended the early career of the Canal; like all similar improvements, in their

commencement, it has encountered periods of trial and perplexity; this ordeal is happily passed. The present improved condition of the works, the abundant supply of water with which it is furnished, the trade it has attained, and the flattering prospects of rapidly augmenting business, all give assurances of future prosperity and productiveness.

All which is respectfully submitted, by order of the Board of Managers.

JACOB GRATZ, President.

Union Canal Office, }
Nov. 17th, 1835. }

Union Canal Company in account with Thomas P. Roberts, Treasurer.

Dr.

November 1, 1834.

To Cash expended by order of the Board of Managers from November 1, 1834, to February 1, 1835, viz:—

Salaries to officers 1,125 00

Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, lock keepers', collectors', and superintendents' wages, damages and incidental expenses 26,160 44

Paid for professional services 200 00

Paid collector at Fair Mount 270 00

Paid current expenses, printing, stationary, rent, postage, &c. 448 71

Paid balance due Wm. Stevenson's estate 114 60

Paid balance due Bank U. States 34 53

Paid on account of coal delivered at the Water Works 600 00

Paid in full for lead 210 36

Paid one quarter's interest on loans due January, 16, 1835 25,008 00

Paid damages at Middletown 725 23

\$54,896 87

To Cash expended from February 1, to May 1, 1835, viz:—

Salaries to officers 1,273 00

Remitted Wm. Leiman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages to lock keepers, collectors, & superintendents, damages and incidental expenses 50,718 34

Paid interest 85 00

Current expenses 213 40

Damages \$480 29, and professional services, \$500 980 29

Interest on stock and loans due April 16 39,112 50

72,382 53

To Cash expended from May 1, to August 1, 1835, viz:—

Salaries to officers \$1,325 00

To Cash,	
Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages to lock keepers, collectors, and superintendents, incidental expenses, &c.	\$13,958 49
Paid for bricks, toll, &c., for tunnel feeder	968 91
Paid for iron pipes, 3,266 58, ground at Reading, \$500	3,766 58
Paid current expenses, surveys, and oil for water works and steam engine, &c.	1,093 51
Paid interest due on loans 16th July	25,612 50
Paid certificates of interest, and the interest thereon	141,202 79
	187,927 78
To Cash expended from August 1, to November 1, 1835, viz:—	
Salaries to officers	1,612 50
Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages, incidental expenses, &c.	18,244 74
Current expenses, scales at Pine Grove, \$642 58, damages, \$1080	1,722 58
Temporary loans, with the interest	18,078 33
Certificates of interest, with the interest thereon	11,890 32
Interest paid on State loan to purchasers by contract	2,250 00
Interest to Stock and Loan-holders	28,653 00
Bricks and tolls thereon for tunnel feeder	1,823 37
	84,274 84
Balance	10,327 95
	\$409,809 97

Cr.	
November 1, 1834.	
By Balance of cash this day as per last settlement	\$6,924 13
By Cash received from November 1, 1834, to February 1, 1835, viz:—	
From tolls	17,941 39
From land sold on Columbia Rail road	1,522 50
From Joseph Good, amount returned by him	25 00
From sales of State loan of 4½ per cent.	50,000 00
	69,488 89
By Cash received from February 1, to May 1, 1835, viz:—	
From interest on State loan of 4½ per cent.	4,050 00
From tolls	21,837 13
From sales of State loan, and premium thereon	30,351 00
From sales of limestone, scraps, rent of oil mill, and rent of saw mill	307 20
	56,545 33

By Cash received from May 1, to August 1, 1835, viz:—	
From tolls	50,728 31
From limestone sold at Lebanon	6 93
From rent of schute at Pine Grove	100 00
From lumber sold	114 67
From sales of State loan and premium	102,580 00
From temporary loans	23,000 00
From sales of loan of 520,000 dollars, and premium	7,737 64
	184,267 55

By Cash received from August 1, to November 1, 1835, viz:—	
From tolls	44,503 57
From interest on State loan of 4½ per cent.	2,250 00
From temporary loans	43,999 00
From castings sold at Lebanon	16 79
From lumber and band iron sold	1,020 96
From interest on loan	150 00
From sales of land on Columbia Rail road	643 75
	92,584 07
	\$409,809 97

E. E.

THOMAS P. ROBERTS, Treasurer.

Philadelphia, Nov. 1, 1835.

Examined and compared with the original entries and found correct, showing a balance of Cash on hand, agreeably to the Treasurer's account, of ten thousand three hundred and twenty-seven dollars and ninety-five cents.

WM. BOYD,
CHARLES GRAFF,
Committee of Accounts.

STATEMENT

Of the amount of tonnage which passed the Union Canal from the 1st November, 1834, to 1st November, 1835.

		Pounds.
Flour	84,210 bbls. weighing	18,019,024
Wheat and Rye	505,810 bushels, "	30,348,615
Whiskey	12,679 bbls. "	3,803,784
Iron, bar, pig and castings	15,482,821 lbs. }	23,407,992
Iron, rail road	1,746,870 " }	
Iron ore	6,178,301 " }	43,549,067
Coal, Anthracite	31,117,631 " }	
Coal, Bituminous	12,431,436 " }	24,716,048
Lumber	11,340,000 feet	
Shingles	5,807,000	6,504,064
Staves	.	1,808,643
Gypsum	.	22,818,695
Fish	26,338 bbls.	7,901,420
Salt	72,386 bushels	4,343,184
Merchandise	.	44,736,370
Tobacco	.	3,244,904
Wool	.	799,484
Seeds of all kinds	.	1,358,747
Bacon	.	2,509,681
Sundries consisting of Earthenware, Queensware, Hemp, Butter, Lard, live Hogs, Pork, Marble, Bricks, Lime, Limestone, &c.		25,957,542
	Pounds	265,827,264

COMPARATIVE STATEMENT

Of the amount of Tonnage which passed the Union Canal, from the 1st of November, 1833, to the 1st of November, 1834; and from the 1st of November, 1834, to the 1st of November, 1835.

November 1, 1833, to November 1, 1834.

Flour, 63,972 barrels	Tons.	6,111
Wheat and Rye, 299,818 bushels		8,036
Whiskey, 13,627 barrels		1,825
Iron, bar, pig, and castings		3,617
Iron, ore		1,173
Coal, bituminous		2,578
Coal, anthracite		6,911
Lumber		12,995
Shingles		3,139
Staves		593
Tobacco		1,010
Merchandise		14,741
Fish, 16,920 barrels		2,266
Salt, 88,109 bushels		2,360
Rail iron		2,575
Gypsum		8,644
Sundries—consisting of flax seed, hemp, wool, clover seed, lard, butter, pork, live hogs, bacon, leather, limestone, lime, marble, bricks, grind stones, fruit, &c.		5,962
	Tons	84,536
Total number of boats which passed the Canal this year		5,227
Amount of tolls received during the year ending 1st November, 1834		\$119,870 53

November 1, 1834, to November 1, 1835.

Flour, 84,210 barrels	Tons.	8,044
Wheat and Rye, 505,810 bushels		13,548
Whiskey, 12,678 barrels		1,698
Iron, bar, pig, and castings		6,911
Iron, ore		2,758
Coal, bituminous		5,549
Coal, anthracite		13,891
Lumber		11,340
Shingles		2,903
Staves		807
Tobacco		1,448
Merchandise		19,971
Fish, 26,338 barrels		3,527
Salt, 72,386 bushels		1,938
Rail road		779
Gypsum		10,186
Wool	Tons	356 18 1 00
Seeds of all kinds		606 11 2 19
Bacon		1120 7 3 13
		2,083
Sundries—consisting of lard, butter, pork, hogs, leather, limestone, marble, bricks, grind stones, burr blocks, fruit, earthen and queenswarc, &c.		11,588
	Tons	118,978
Total number of boats which passed the Canal this year		7,131
Amount of tolls received during the year ending 1st November, 1835		\$125,254 20

THOMAS P. ROBERTS,
Treasurer.

Philadelphia, Nov. 1, 1835.

THE SPRINGFIELD AND ALTON RAIL ROAD,
ILLINOIS.

We have been favored by a citizen of Illinois, with the report of Gen. W. B. Mitchell, Chief Engineer of the Survey of a Rail road from Springfield, the destined capital of the state of Illinois, to Allen, her principal port upon the Mississippi, opposite the mouth of the Missouri.

The report of Gen. Mitchell embraces a comprehensive view of the great advantages which this road will confer on the commerce of the interior, and the report of the Executive Committee, which follows, goes more into detail of the local benefits which must be immediately consequent on the completion of the work.

The spirit that roused the patriotic citizens of Illinois to this noble enterprise, has been followed up by meetings held in different parts of the state, at which resolutions have been passed proposing to extend the Alton and Springfield Rail road to the Wabash Canal. The principal meeting was held at the court house in the town of Danville, Vermillion county.

The proposed road is perhaps one of the most important, in a commercial point of view, that has engaged the attention of men of capital and enterprise, since the commencement of our system of internal improvement. Our limits will not permit us to indulge in speculations upon the subject: suffice it to say, that from Alton on the Mississippi, to Springfield is seventy miles, from Springfield to Danville, one hundred and ten, and from Danville to Covington, on the Wabash Canal, in the state of Indiana, twenty, and from Covington to the Bay of Maumee, on Lake Erie, 220; in all 420 from the steamboat wharf, at Port Lawrence, on Maumee Bay, Lake Erie, to Alton, on the Mississippi, opposite to the mouth of the Missouri, forming nearly a direct line from Buffalo, in the state of New York, to the mouth of the Missouri, eighteen miles above the city of St. Louis, forming, without exception, the most important line of internal communication in the Union, and opening the richest, and most beautiful and most extensive territory in the world to the commerce of the Atlantic cities.—Take down your map, and cast your eyes over Missouri, Illinois, and Indiana—contemplate their resources in minerals, their productive capacity, fine climate, and interminable bodies of the richest land in the world, inviting the industry of the husbandman, the mechanic and artizan, from all quarters of our Union, and you may form some idea of the wonderful revolution this line is calculated to effect. In connection with this, the state improvements of Pennsylvania and New York are important divisions of general lines of the Atlantic communication. Were our Pennsylvania Canals completed to Erie, a large portion of the riches of that immense country would find its way to Philadelphia. As it is she will share with New York in supplying that vast region by means of the Ohio and Pennsylvania connection, with a large amount of merchandize. But, for a time, the facility of communication by Lake Erie, by steamboat, from the Harbor of Buffalo, will give New York the advantage. By this route, merchandize and passengers may reach Alton, say, from Buffalo to Maumee Bay, one day, from Port Lawrence, on the Maumee, to Covington, in Indiana, three days, and from Covington by the Illinois Rail road to Alton, two days—in all six days; and from the city of New York to Buffalo, say, three days—thus connecting the city of New York, with the city of St. Louis, a distance of, we may suppose, 1200 miles, by a line of communication, which will be travelled, with great ease, in nine days, totally eclipsing, and laying aside, forever, the circuitous route, by Lake St. Clair and Huron, the Straits of Mackinaw, Lake Michigan, the town of Chicago and the Illinois River, to reach the same point. Recollect, reader, when you have your finger upon the map, that the strait of Mackinaw, which unites Lake Huron and Michigan, lies nearly in the 46th degree of N. Latitude,

and consequently cannot be navigated safely, until after the Spring business is over in the state of Illinois and Missouri; and in the fall, the navigation of the strait will be closed before the fall trade commences.—*Enrr. Lancaster Journal.*

During the winter of 1834—5, public attention, throughout the central part of Illinois, was extensively drawn to the project of a Rail road, which should traverse the rich and rapidly populating district lying between Springfield and Alton. Striking as it were, the advantages of this scheme, and self-apparent as was the facility of its accomplishment, it was known to but a small portion of the community, that an act of incorporation, contemplating the speedy execution of the work, and granting ample privileges to those who would undertake it, was already upon the statute book. For this most opportune provision, in common with many other inestimable benefits, we are indebted to the foresight, sagacity and well-timed exertion of the late Gov. Edwards. After an animated discussion through the public prints, meetings were held in the different counties interested, and delegates were appointed to a central convention which was organized at Carlinville on the 4th of May last, and took such measures for the furtherance of the great object in view, as their power would permit. The liberality of their fellow citizens has enabled this convention to avail itself of the services of an engineer of first rate ability and reputation, the result of whose investigations, together with some additional statistical estimates, are herewith submitted.

REPORTS.

To the Commissioners appointed by the Charter of the Springfield and Alton Turnpike or Rail road Company, the Executive Committee of the Carlinville Convention, under the direction of that body, would respectfully report, that in pursuance of the duty delegated to them, they have caused to be surveyed an average route for a Rail road from Springfield through Carlinville to Alton. That the work has been performed by Gen. W. B. Mitchell, of Pennsylvania, the testimonials of whose qualifications and ability as a civil Engineer are of the most ample and satisfactory nature.—From him they have received the following report, accompanied with extensive plans and profiles, which are herewith submitted to the disposition of the commissioners.

To the Executive Committee of the Alton and Springfield Railway.

Gentlemen:—In compliance with an engagement made with your Committee on the 16th of June last, I have proceeded to make a survey and estimate of a Railway from Alton to Springfield, the maps and profiles of which accompany this report.

The survey was commenced on the bank of the Mississippi at the steamboat landing at State Street in Alton, and continued through Brown's Prairie, by Carlinville and Otter Point, to the line of the incorporated limits of Springfield, being a distance of seventy-two miles and eighteen chains. No definite termination has been made of the line at Springfield, on account of its being equally convenient to enter the town at any point which the directors of the Railway may hereafter deem most expedient. The general face of the country presents uncommon facilities for the construction of a Railway, and were it not for the necessity of crossing several streams where considerable excavation and embankment are required, the cost of grading would be reduced to a very small amount. In commencing the location at Alton, the greatest difficulty presented itself at the outset; the Mississippi bluffs approaching the river at an elevation of two hundred and eight feet above its waters at medium height, afforded but little hope of acquiring sufficient distance to attain the summit by an admissible grade. Much labor and time was bestowed upon the examination of every supposed practicable

pass, which resulted in a conviction of the necessity of adopting an inclined plane. To render the alternative as unobjectionable as possible, the location was made along the Little Pissa Creek as far as the valley of that stream would accommodate the grade, being a distance of one mile. From this point an inclined plane having an elevation of one hundred and twelve feet, with a base line of eighteen hundred and forty-four feet, reaches the elevation of the first bench of the table lands, from whence a grade at the rate of thirty feet per mile passes the summit at Howard's. The following table of grades will afford a view of the general face of the country through which the location has been made, from the inclined plane near Alton to Springfield:

	Miles.	Chains.
Level,	8	3
Under 3 feet per mile,	16	64
“ 5 “ “	7	8
“ 10 “ “	14	54
“ 15 “ “	6	52
“ 20 “ “	6	78
“ 25 “ “	1	22
“ 27 “ “	2	68
“ 30 “ “	6	42
	70	71

In order to afford the greatest facilities for the use of steam as a motive power, no grade was adopted exceeding thirty feet per mile, and the shortest radius of a curvature is *eighteen hundred feet*. The situation and inclination of the plane is such as to admit its being used advantageously by animal power, or a reciprocating rope may be employed so as to allow the descending trains to draw up those ascending, and for the accomplishment of this object, the coal banks in the immediate vicinity of the head of the plane, and the inexhaustible beds of limestone at Alton, which is in much demand in the interior, will furnish a constant and profitable means of acquiring the requisite preponderance in either direction.

The following abstract will exhibit the estimated expenditure required to construct the Railway:

Excavation, 665,467 cubic yards at 8 cents	\$53,237 36
Embankment, 571,167, do.	68,540 04
Mason work at Bridges and Culvert, 10,814 perches at \$3 35	35,145 50
Wood superstructure of Creek Bridges	6,930 00
Ravine Bridges	1,994 70
Side Ditches	5,500 00
Frame work on Embankments	10,050 00
Grubbing and Clearing,	700 00

Add 10 per cent. for contingencies	\$188,097 60
	18,809 76

Cost of Grading and Bridging	\$206,907 36
------------------------------	--------------

Superstructure.

1600 tons of flat Iron, 2½ by ⅝ inches, at \$66 00	105,600 00
16 tons Spikes and Splicing Plates, at \$117 00	1,989 00
2,281,000 feet board measure of bearing plank, at \$20 00 per M.	45,620 00
95,040 Cross Sills, at 30 cts. each	28,512 00
768,320 lineal feet of wood rail, at 6 cts.	45,619 00
Workmanship in laying track,	57,600 00

Add cost of substructure	\$284,940 20
	206,907 36

Cost of Railway	\$491,847 56
Average cost per mile when completed	6,831 21

This estimate may be considerably reduced by an economical management on the part of the company—the cost of delivering iron has been calculated at the present high rate of freight from New Orleans to Alton; but if the Company would charter a steamboat for that purpose, a saving to the amount of at least \$12,000 would be effected. Another large item of expenditure included in this estimate is the cost of sawed timber.—It is believed that if the Company would purchase timberlands at two or more convenient points along the route and erect steam saw mills, a reduction in the cost of timber to the amount of \$18,000 might be safely calculated upon. If this course be pursued the whole cost of the road would be \$461,847 00, or \$6,414 50 per mile. The grading has been estimated for single track, with the exception of the Creek Bridges, which have been calculated of sufficient width to accommodate two tracts, should that be found necessary, as in all probability it will at no distant period.

If the estimated expense exceed the calculations of the proprietors of this improvement, it must principally be attributed to a desire of rendering the location in every respect worthy of the great thoroughfare of which this work is designed to become a part. The immense natural resources of the country and its rapidly increasing population, together with the uncommon facilities which the State of Illinois presents for the construction of Railways in every direction, would appear to indicate a continuation of this improvement to the Wabash and Erie Canal at an early period. Should that project be carried into effect, it will open at once a direct and expeditious channel of communication with the eastern markets, by the Canals and Railways of Indiana, Ohio, New York and Pennsylvania.

The geographical position of Alton leaves no doubt of its great importance in a commercial point of view, commanding as it does the trade of the Missouri, Upper Mississippi, and Illinois Rivers, with their numerous navigable tributaries; and when it is considered that the greater proportion of this trade will pass towards the east as soon as the contemplated connection with the Wabash Canal shall be completed, it leaves no reason to question the propriety of adopting such a location of the Alton and Springfield Railway as will render it a proper and convenient avenue for the conveyance of the immense amount of property and travelling which will soon pass upon it. The completion of the New York and Erie Railway will add much to the importance and value of this improvement. The accomplishment of these objects will allow of passengers and merchandise being transported from New York to Alton and St. Louis in eight or nine days, and those who have observed the concourse of travellers passing to and from the West, by the present circuitous route, will not deem the assertion extravagant that passengers alone will yield a profitable return for the capital required to complete this Railway. These considerations have induced me to bestow more time in making the location than was at first deemed necessary, and the route selected has been chosen on account of the importance of the improvement, rather than with the view of avoiding an increased expenditure in its construction.

Respectfully submitted,

W. B. MITCHELL, *Engineer.*

September 10th, 1835.

After a perusal of the foregoing report, not a doubt can be entertained that the construction of a Rail-road from Springfield to Alton may be effected with great comparative facility, and at a cost perhaps the most moderate known in the annals of rail-road enterprise. Whether the profits which may reasonably be expected, are such as to warrant the expenditure deemed necessary for the completion of the work, would now

seem to be the only question to be considered previous to taking the necessary preliminary steps for making a commencement. With a view of throwing all the light possible upon this important point, the Executive Committee have, under the direction of the convention, endeavoured to possess themselves of such data as would afford some approximation to the truth, and herewith submit to you the result of their investigation. The counties lying directly on the route of the proposed work, whose *whole* business, in the way of transportation, will be transacted by the Rail-road, are Sangamon and Macoupin. That portion of Madison through which it passes, and which will reap immediate benefit from it, may be estimated as comprising one third of the population, territory and business of the county. The extent of this section of country in square miles is as follows:—Sangamon 1260, Macoupin 720, $\frac{1}{3}$ of Madison 250, making an aggregate of 2240; its present population has been estimated at 30,000, allowing to Sangamon 20,000, to Macoupin 6,000, and to $\frac{1}{3}$ of Madison, 4,000 souls. It has been ascertained with a considerable degree of certainty, that in the county of Sangamon there are at present three thousand farms under cultivation—the average surplus produce of these farms which would find their way to the Mississippi by means of the Rail Road, has been estimated as follows:

	Tons
From each of 3000 farms,	
100 bushels of Wheat, 300,000 bushels	
at 60 lbs. per bushel	9,000
200 bushels of Corn, 600,000 at 50 lbs.	
per bushel	15,000
100 bushels Oats, 300,000 at 49 lbs. per	
bushel	6,000
12 Hogs, 36,000 at 200 lbs.	3,600
5 head Cattle, 15,000 at 500 lbs.	3,750
Exports,	37,350

Imports from the best data that can be obtained to the same county, 12,500 tons per annum, making an aggregate of 49,850—which at \$3 per ton for the distance of 72 miles, would be 149,550; in addition to this the number of daily passengers for the whole distance, both ways, may be fairly estimated at 25, which at \$3 per head, 300 days in the year, would amount to \$22,500—as the total receipts for passage money—gross receipts from the county of Sangamon, \$172,050. To aid the mind, in judging whether or not the above estimate is extravagant, one or two facts may be stated. During the last year, we are assured that there was actually raised in the county of Sangamon, 1,500,000 bushels of wheat and more than double that number of bushels of corn. In the foregoing calculation, only one-fifth of the amount of either of these staple articles of produce, is considered as surplus while the remaining four-fifths is left for the consumption of a population of 20,000 souls. It may also be observed that the average value of the surplus produce which is assumed in this estimate putting every article at its full market value, is but \$250 for each farm. In the county of Macoupin, the number of farms is about 800, and the average amount of surplus produce will not fall short of that which is allowed for each farm in Sangamon. A calculation based upon this supposition would give for the amount of business which might be fairly expected from Macoupin, the following items:

2400	tons	Wheat,
4000	"	Corn,
1600	"	Oats,
1920	"	Pork,
2000	"	Beef,

11,920 tons of exports.

The amount of imports into Macoupin at present, cannot vary much from 4000 tons, and the number of

passengers daily would probably exceed 20,—making an aggregate of freight out and in of 15,920 tons, to be transported 36 miles, which at \$1.50 per ton, would amount to \$23,880; together with the passage money of 20 passengers daily, 300 days in the year, at \$1.50 each, or \$9000, constituting a gross amount of 32,880 to be received from Macoupin. The freight and passage money which would be received from that part of Madison through which the Rail Road would pass, has been estimated from the best information which the Committee could obtain, at \$20,000; a sum, which it is believed, will be found to fall far short of the truth; if, however, this be received as an item, the result of the investigation which has been made in the three counties lying directly upon the line of the road, will be as follows—

Amount of business transacted per annum	
for Sangamon county,	\$172,050
do for Macoupin,	32,380
do for a portion of Madison,	20,000
<hr/>	
Total	\$224,930

In the foregoing statement it will be observed that the inquiries of the committee have been extended only to the statistics of that section of country whose soil will be actually traversed by the Rail-road. No small addition to the annual proceeds of this work may still be expected from the flourishing counties in its neighborhood, for the product of whose industry and fertility it presents the most advantageous outlet. Springfield is now to a great extent the place of depot for the counties of Macon, Tazewell, and McLean—let this Rail-road be constructed, and within a single year from the time it goes into operation she will be exclusively so. An inspection of any correct map of Illinois will convince whoever will take the pains to make it, that these three counties spreading over an extent of 4440 square miles, and containing at present a population of near 12,000, must inevitably find their way to a market through the medium of the work now contemplated. What Springfield is and will be to these counties, Carlinville must become to portions of Montgomery, Morgan and Greene, and through this source an additional tract of country of not less than 1500 square miles in extent, having a population of at least 10,000, will contribute the impetus of its wealth and exertion to further the success of the enterprise in hand.

No calculations has been entered into, and no especial investigation has been instituted for the purpose of ascertaining what amount of business the counties and portion of counties last mentioned would probably contribute to sustain the Rail-Road, but there is no reason why it should not bear the same proportion to that of Sangamon, Macoupin and Madison that the population of the district lying in the vicinity of the route, does to those of the district which it intersects. If this position be admitted as correct, an addition of two-thirds may fairly be made to the gross receipt which has been already estimated as the annual proceeds of this work, and the result will give an aggregate of more than 75 per cent. upon the highest amount named by the Engineer as the actual cost of the Road. In forming an estimate of this nature, the committee are aware that nothing like mathematical certainty can be arrived at—an approximation to the truth is all that can be expected, and that has been their object in embodying as they have the foregoing calculations from such data as they could obtain from intelligent and practical men living upon the route. If their conclusions are considered extravagant, a deduction to the extent of one half may be made, and the undertaking will still remain one of the most profitable which has ever invited the enterprise of the capitalist. But there still remains another view to be taken of the matter—we had hitherto looked at the

country as it is; we have seen a region in size larger than the State of Massachusetts every acre of which is not only arable but fertile and productive to a degree wholly unknown on the eastern side of the Alleghanies; we have seen it sparsely populated by some 50,000 souls, the greater portion of whom are scattered at intervals over its surface, with the three towns of Springfield, Carlinville, and Alton at either extremity and in the centre of the tract. How long will it remain so? The State of Illinois during the ten years precedent to the taking of the last census, advanced in population at the rate of 180 per cent.—since then, that ratio has been increased rather than diminished. Before this Railway can be completed and put into operation the population which it is intended to accommodate will be doubled, and the amount of transportation necessary for the supply of their wants will be augmented in a still greater proportion. Construct this work and you set in motion a creative power which in ten years will transform every neighborhood into a thriving village, every village into a prosperous town, and every town into a city of commercial importance and note. There probably does not exist another section of country upon the continent where a permanent business and involving the exchange of the principal necessities of civilized life can be established on so sure a basis, or transacted with so great a degree of mutual advantage as the one of which we are treating. The interior, one of the richest agricultural districts in the world, is comparatively destitute of building material. With every acre fit for the plough, the supply of timber is confined to a scanty tract upon the water courses, and fortunate is the farmer who can gather from the bed of some adjacent stream sufficient stone to build the chimney of his cabin or the wall of his well. In all that the interior wants, that point upon the Mississippi upon which this road will debouch, is gifted with to an amount wholly inexhaustible. Lumber of every description is at all times there in abundance, lime can be had for the expense of burning; the soil of the bottom is admirably adapted to the composition of brick; and building stone of every description from the finest freestone to the common lime rock, enters into the formation of the immense bluffs which overhang the Father of Waters. What limit is there then to the exchange of commodities between the river and the interior, and what mode of transportation is likely to be introduced which will supersede the use of the contemplated Rail Road? We can conceive of no state of things which would render probable such a result until Central Illinois shall teem like the Empire of Confucius with a population of one thousand to the square mile, and some aerial Fulton shall adapt the power of steam to the navigation of the air. With such views upon a subject into the merits of which they feel a confidence in inviting investigation, the Executive Committee would, in the name of the Convention, respectfully recommend to the Commissioners under the Act, that books for subscription to the stock of the Springfield and Alton Turnpike or Rail Road Company be opened as speedily as shall be found convenient. They have not in this report alluded to the continuation of the Road through the eastern part of the State in such a direction as to form part of the great chain of communication between the Atlantic and Mississippi, inasmuch as the powers granted by the present Charter do not extend to such a continuation, and they are fully impressed with the opinion that in no way can the accomplishment of that great object be so speedily and effectually furthered as by an energetic commencement upon, and perseverance in the present work. In forming their opinion upon the expediency of progressing with the Alton and Springfield Rail-road, they have been desirous that it should be based solely upon the merits of the undertaking itself, separate and apart from any other consideration whatsoever.

By the Committee,
J. T. HUDSON, *Chairman.*

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Thursday evening, Nov. 26.

SELECT COUNCIL.

Mr. Price, Mr. Wetherill and Mr. McCreedy, presented remonstrances against the extension of the Broad street Rail-Road, down Market street.

Mr. Wiegand, a petition from dealers and others, in favour of the Rail-road, down Market st. Referred to committee on public highways.

Mr. Chandler offered a resolution directing the Committee on Public Highways to inquire into the relative cost and expediency of paving streets and alleys with wooden blocks, with power to try the experiment if they deem it expedient. Adopted. Common Council concurred.

COMMON COUNCIL.

Memorials for and against the extension of the Broad street Rail-road down Market street, were presented by Messrs. Warner, Sailor, Thomason and Fraley.

Mr. Gilder presented a petition for paving certain parts of Broad street, between Cherry and Race. Referred to Committee on Public Highways, with power to act.

Mr. Earp submitted the following resolutions:

Whereas, the security and promotion of the trade of the city of Philadelphia, are objects of the first importance, and the facilities now afforded for the reception and distribution of the increasing commerce of the great internal improvements of the State, are not calculated to extend its benefits to the Eastern front of the city, therefore

Resolved, by the Select and Common Councils of Philadelphia, that it is expedient to commence the construction of a Railway forthwith, beginning at the intersection of Broad and High streets, and to be continued eastward, through High street to Delaware Third street, thence southward along Third street to Dock street, and through Dock to the Drawbridge landing.

Resolved, That the Committee on Public Highways be instructed to report an ordinance, providing for the construction of the said Railway on the leases of a plan herewith submitted, with a double track so located in High street east of Delaware 5th street, as not to interfere with the accommodations now afforded by the present Market Houses, and that they present an estimate of the cost of said Railway.

Resolved, That the Committee on City Property be instructed to report an ordinance providing for such alterations in the present Market Houses, as may be necessary to permit the construction of the Railway, providing the same extent of accommodations as are now afforded for Markets, with an estimate of the cost of such alterations.

Upon these resolutions an animated debate ensued, which was participated in by Messrs. Earp, Fraley, Gilder, Wright and Hinchman. An abstract of the debate will be given hereafter. During the discussion, Mr. Hinchman offered the following amendment, which was negatived:

Resolved, That the committee on public highways be instructed to inquire into and report on the practicability and expediency of constructing a Rail-road along Ninth street, so as to connect the proposed rail-road along Market street with the Northern Liberties and Penn Township, and the Philadelphia and Norristown Rail-roads.

Mr. Gilder also proposed the following amendment, but finally withdrew it, after giving notice that he would subsequently submit the same as a distinct resolution. On its subsequent consideration it was negatived:

Resolved, That the committee on public highways be instructed to inquire, and report to Councils the ex-

pense of a rail-road down Filbert street to 8th, down 8th to Walnut, along Walnut to Dock, and along Dock street, to the River Delaware.

The question being finally taken, by yeas and nays, on Mr. Earp's resolutions, the question was decided in the affirmative as follows.

YEAS.

Messrs. Darragh,	C. S. Smith,
Earp,	Cor. S. Smith,
Fraley,	Stacy,
Marshall,	Troth,
Otis,	Wright—11
W. T. Smith,	

NAYS.

Messrs. Gilder,	Warner,
Lancaster,	Thomason,
Rowland,	Rawle—7.
Sailor,	

On motion of Mr. Rowland, the committee of the whole on the subject of the Rail-road, was discharged.

The petitions and remonstrances were, on motion of Mr. Fraley, laid upon the table.

THE WESTERN SCHUYLKILL BASIN AND RAIL-ROAD.

The importance and utility of some means by which a portion of the large and increasing coal trade of the Schuylkill shall be conveyed below the dam at Fairmount, other than by passing the locks of the Navigation company, have been fully established by the inquiries in reference to a proposed Western Canal, instituted by the joint committee of the councils of the city of Philadelphia, in December, 1834. It is fully maintained by the testimony adduced before that committee, that the coal trade now requires for its export, and deposits additional facilities, near and on the tide water of the Schuylkill; and that, in a very short period, these will be demanded in a voice which must be heard.—Such a communication will secure great advantages both of expedition and economy; and much of the water of the river; now used for lockage at Fairmount; nearly one half will be saved by it, for the uses of the city water works.

The evidence referred to, was collected by the zeal, industry and enterprise of our worthy citizen Thomas Mitchell, Esq. the projector of "the Western Canal;" and has been published by him in a pamphlet form, with "The proceedings of the select committee of the Select and Common Councils of the city of Philadelphia, appointed to report upon the subject of the Western Canal."

The proposition for a "Western Canal," by which those facilities and benefits would certainly be obtained, has been received by sustaining and opposing opinions. A majority of the select committee of the councils, reported that "after hearing, for three evenings, testimony from gentlemen introduced by the friends of the proposed canal, came to the conclusion, founded as well upon the testimony adduced, as from a knowledge of the yet unimproved capabilities of the western front of the city to accommodate additional trade, and upon an appreciation of the expenditures, public and private; already made for future operations, as also upon the claims which the water-works have upon the jealous regard of these councils; that it is the duty of the councils not to change the course which they have pursued with reference to the proposed canal."

A minority of the committee reported in favor of the proposition of a canal; and expressed a decided opinion that "the work was one calculated to promote the interests of the trade of Philadelphia; and thereby to advance the prosperity of the city."

The report of the minority, part of which has been quoted, does not deny the importance and usefulness

of the proposed improvement; but on the contrary, it fully, although impliedly, admits it. It refuses the assent of the committee to the project, because, by its usefulness and its advantages it might affect the interests of the public (the city stores and wharves,) and of individuals on the western front of the city. It is admitted by the writer of this paper that the suggestion of an injurious effect on the supply of Schuylkill water is entitled to grave consideration; without, however, assenting to, or denying the correctness of the suggestion.

The high character of those gentlemen who composed the majority of the select committee, was a sufficient pledge that they would not refuse to give the proper weight to the evidence exhibited, establishing the value and necessity of some addition to the facilities for the coal trade: and at the same time, considering themselves the trustees of the city interests, and of city property, and the guardians of the property of private persons on the western front of the city; they, in their views of the duties imposed upon them by these relations, have deemed it proper and obligatory in them to oppose a canal.

The report of the minority of the committee, showing the great advantages of the plan, is entitled to much regard and observance.

"The evidence submitted to the committee, establishes the fact that the coal trade, which now constitutes somewhat more than half the business done on the Schuylkill, is subjected to very serious obstructions, such as are avoided by companies that ship their coal from depots situated elsewhere than in the city of Philadelphia. The transfer of coal from canal boats to the wharf, by the Lehigh Coal Company at Bristol, and by the Delaware and Hudson Company at Rondout, is effected with great ease; boats unload in a canal or basin at all hours, with every advantage of low wharves, and security against accidents.

"On the Schuylkill, the case is otherwise; they are brought down into tide water, and hauled alongside of elevated wharves, constructed for the high tides of that river. This circumstance limits the unloading to a few hours, probably not more than three in each tide; and owners desirous of unloading two boats in twenty-four hours, at the same place, can effect this object only by having the work done at night, with all the objections to which night work is liable. From this cause boats are often delayed from one to five days; the crews disperse, and the operation of unloading, which elsewhere is done by the boat's crew, is here intrusted to a separate class of workmen, who charge a high price for their labor. Their charge, usually amounting to three dollars per boat, (averaging forty-five tons) or about 6½ cents per ton, would be readily saved, could the crew of the boat unload immediately on their arrival, as they do elsewhere. The arrangement of our wharves on the Schuylkill is unfavourable to the screening and handling of coal, prior to shipment. It is easy to conceive that a more favorable disposition could be obtained by means of a canal elevated six feet above tide water, as proposed by the petitioners: the effect of which would be to facilitate the screening of coal on permanent screens, and to avoid at least one, and in some cases, two, handlings of the coal, and all the waste by breakage incident upon the same. Each handling of coal may be estimated at from eight to ten cents, and the waste at about ten cents per ton.

"The freight from Pottsville to Philadelphia, last year, averaged about one dollar per ton, assuming 12 days as the duration of a trip, and the average detention on the Schuylkill, below Fairmount dam, to be about two days (which estimates accord with the evidence of competent and respectable witnesses,) it follows that on a load of forty-five tons of coal, during the last year, the boat's crew earned at the rate of three dollars sev-

enty-five cents per day; and that an improvement calculated to reduce the length of the trip by two days, would have effected a reduction of freights of about seven dollars fifty cents per boat load, or about seven cents per ton. If the trip were performed in ten days, as stated in evidence, the daily earnings would be four dollars and fifty cents, and the saving twenty cents per ton. At present, the boats lie in the river and are exposed to considerable injury, and some risk from the fluctuations of tide, and from the heavy swells on the Schuylkill during stormy weather. Abundant proof exists that boats have been sunk between Fairmount dam and the city wharves; and, in some cases, even those that were fastened to wharves have been endangered by occasional high tides and south-westerly storms, or by heavy floods in the river.

"From all these facts, the committee conclude that the reduction of charges on the coal trade, which would result from the execution of such a canal, would be equivalent, as has been stated in evidence, to from forty to fifty cents per ton, while the facilities which it would give for the expansion of the trade, would be very greatly enhanced."

It is not asked that those who opposed the canal, under the influence of apprehensions that it would affect the supply of the city with Schuylkill water, the only just or permanent ground of objection to it stated in the report, shall give up their opposition to it; and it is confidently claimed, that if the same facilities and benefits as those properly expected from this canal, can be fully obtained by another mode of communication between Fairmount dam and tide water, to pass along the west side of the Schuylkill; they will give it their full approbation and support.

It is submitted that this may be entirely accomplished by constructing a large basin immediately above the Fairmount works, and by a railroad from the basin, to proceed down the west side of the river, on a level of eight or ten feet above the water of the Schuylkill, or by an inclined plane, having a slight descent of one foot and an inch, so that the loaded cars would require very little power to move them. This will be a complete and effectual substitute for the proposed canal, and it is exempt from every serious objection to that improvement. The basin will waste none of the water of the river. The water will be admitted into it by an opening at the upper part of it, and it will be returned by another opening immediately above, or into the locks.

The Basin may be made with landings, or coal depots, extending from two thousand to three thousand feet; and the railroad will pass along those landings, affording the best facilities for placing the coal from the boats in cars, which may proceed down the west bank of the river, as far as the demands for coal landings may from time to time require. The whole of the west side of the Schuylkill will have the means of using the railroad, when the coal trade shall require such extended accommodations. The elevation of the railroad above tide water, will enable all who wish its use to construct turns out to their respective wharves, or depots; and from these the cars may deposit the coal on board of vessels for its exportation, or on those wharves for any and other purposes. The screening of the coal, by permanent screens, may be performed at the same time; an advantage properly appreciated by the minority of the select committee, which would be obtained by a Western Canal.

The facilities of loading the coal cars at the basin, obtained from the water being always at the same height, would fully compensate for the expense of the removal from the boats to the cars. The evidence of the value of screening, of the delays consequent to the rise and fall of the tide, is furnished in the Report of the joint committees of Councils. Those delays extend, on an average, two days on every boat. The expenses which attend the keeping of the horses attached to the

coal boats, their being always sent into the city, subject to charges much heavier than if they remained on the west side of the river, near the boats; with many difficulties which often attend the horses being separated from the care of those who own the boats, will all be much diminished by the boats not proceeding beyond the Basin. But a small portion of the coal now shipped from the Schuylkill, is put on board of vessels from the canal boats. The greater part of the coal is first landed on the outer ends of the coal wharves, and from thence is wheeled to the large heaps which we see accumulated on each of these depots. When about to be shipped, it is again wheeled to the vessels to receive it. It often undergoes a third removal for the purposes of screening.

The expense attending the loading of the cars from the coal boats in the basin, where the water will always be at the same height, and transporting it to the coal wharves on the west side of the Schuylkill, depositing it on those wharves by means of turns out, or at once placing it on board of vessels, and at the same time screening it, will be much less than attends the present operations. The number of laborers required for the work will not be one half, and the coal will always be in better order.

It has been suggested that the coal boats when full loaded may, by a machine of easy and cheap construction, be removed from the basin to the cars—carried down the railroad and unloaded on the coal wharves, or into vessels.

It is repeated that the proposed Basin and Rail Road will afford all the benefits and all the conveniences which have been anticipated from a Western Canal, with none of the disadvantages and dangers which might attend the locating of a canal along the west side of the river.

Such a canal would be a great and permanent obstruction to improvements on the west side of the river. It will separate the shores of the Schuylkill from the high grounds, as it could only be crossed by bridges, at all times costly, always inconvenient, and often dangerous. Such bridges would be placed at distances of three and four hundred feet apart, rendering the intermediate spaces difficult of access. Some store houses would be constructed on the sides of the canal, particularly between it and the river, but they would be few. The apprehension of the effects of a body of water, almost stagnant, and full of the foul deposits which the uses of the canal by the coal boats would place in it, would keep afar off, dwelling houses. The question is not yet settled, and the hazards of the experiment are too serious, whether the introduction of a pool of foul water two miles in length, and sixty feet wide, along the whole of the eastern front of the river, would not destroy the health of the inhabitants of both sides of the Schuylkill. There are those who believe this would be the case; and who consider that such a canal would depopulate the whole neighborhood through or near which it will pass, on both sides of the river.

There are other advantages to be derived from the formation of a Basin and railroad down the west side of the Schuylkill, which will make the plan a profitable one to the stockholders, and highly important to those interested in the coal trade. The Western Railroad may be connected with the West Philadelphia Railroad, and thus coal may be sent from the Basin by cars loaded from the boats, into the counties of Delaware, Chester, and Montgomery, through which the West Philadelphia and Columbia Railroad, with which it will be connected, passes. This may be done at much less expense than can be effected by loading cars from the wharves below Fairmount dam.

It has also been suggested that this Basin and Railroad may be connected with the Philadelphia and Wilmington Railroad, and thus the coal for the supply of all the country through which that valuable improvement will pass, may be conveyed from it. These views

are of the highest importance; and they are submitted for the consideration of those whose interests they may promote. It is sufficient to say, at this time, that the plan of a Basin above the Fairmount works, and a Railroad along the west side of the river, to a point below the permanent bridge, has been submitted to the consideration of a most distinguished engineer, and has been approved by him. If it is found that public opinion sustains the purpose now submitted for consideration, a petition will be presented to the legislature to incorporate a company to carry it into execution.

RICHARD PETERS.

Philadelphia Nov. 1st, 1835.

UNIVERSITY OF PENNSYLVANIA.

At a meeting of the Medical Class, held in the University of Pennsylvania on the evening of the 11th November, 1835, C. W. Wormley, Esq. of Virginia, was called to the chair, and J. B. Butler, Esq., of Virginia, appointed Secretary. The meeting being thus organized, on motion, it was

Resolved, That a Committee of six be appointed to draft a preamble and resolutions, expressive of the feelings of deep regret which so universally prevail in the Class at the retirement of Professor Dewees from the chair of Obstetrics, &c. in the University.

Whereupon the following gentlemen were appointed on behalf of the Class:

Benj. Tappan, jr. of Ohio, Thomas Means, of South Carolina, F. C. Stewart, jr. of Philadelphia, William P. Johnson, of Georgia, J. A. Weidman, of Pennsylvania, Alexander Van Rensselaer, of New York—and on motion, the Chairman was added to the Committee.

In pursuance with the first resolution, the committee on the 13th reported the following preamble and resolutions, which were unanimously adopted:

It is with deep regret that we have been informed of the resignation of Dr. Dewees, by which he has separated himself from the institution with whose interest and reputation he was so intimately associated, and in which he has so successfully labored for many years as a public teacher. Few of the profession better deserve the name of Philosopher, have contributed more to advance the science to which he has devoted a long and useful life, and have labored with greater zeal, to maintain the dignity and honor of the profession. As a practitioner, his highest eulogy and richest boon is the cordial gratitude of thousands who have experienced relief at his hands. As a teacher, he has used the most unabated exertions for the improvement of those who have placed themselves under his care to receive instruction, and though to most of them he is personally a stranger, his talents, urbanity, and many social virtues, have gained him the respect and esteem of all. Therefore—

Resolved, 1st. That by his resignation this institution has sustained a loss that can with difficulty be repaired.

2d. That entertaining for him the highest respect, and deeply sympathizing with his numerous friends for the visitation of Providence, by which he has been rendered incapable of attending to his arduous duties, as professor we tender to him our warmest thanks for his kind and polite deportment to his pupils, and for his exertions to fit them for the many difficulties which they may encounter in subsequent life.

3d. That whilst we lament his inability to pursue his duties, we rejoice that his wisdom and capacity have proved so valuable an acquisition to the profession, and have reaped for him laurels that will never fade, but will ever remain the monuments of his eminence and ability.

4th. Resolved, That a Committee be appointed to select and present to our venerated ex-professor a Silver Vase, as a testimonial of the sincerity of the preceding

resolutions, and as an evidence to posterity of the gratitude and affection which his talents, industry, and virtue, have excited in his pupils.

CARTER W. WORMELEY, Chairman.

J. Bracken Butler, Secretary.

The same gentlemen having consented to act in compliance with the fourth resolution, performed their duties; and on the 26th the Vase was presented at the University, in the presence of the professors and students. On the presentation, Mr. C. W. Wormeley, as the organ of the Committee, made the following remarks:

We are proud of the harmony of feeling and unanimity of sentiment which has called us together on this occasion, to pay this just tribute of respect to you, our highly esteemed friend and late preceptor.

We are far from supposing that any thing we can say or do could add to the honor of your name, or to the splendor of a life dignified by virtue and crowned with triumph, but may we not confidently cherish the hope, that the brilliancy of your example may spread itself through distant ages, and be transmitted with the highest honor and esteem to latest posterity.

The medical profession feel deeply interested in the restoration of your health: we participate largely in that feeling, and are unwilling that we should separate without availing ourselves of this opportunity of tendering to you the homage of our sincere regard and lasting gratitude, for the kind, polite, and gentlemanly manner in which you have always treated us. I now, therefore, have the honor, as the representative of the Medical Class of the University of Pennsylvania, to present to you this Vase, as an evidence of the high estimation in which we hold your talents and many virtues.

To which Dr. Dewees, through his friend Dr. Chapman, made the following written reply:

Gentlemen—My sensibility is so deeply affected on this occasion, that I am deprived of the power of adequate expression. Tokens of respect from you, which at any time would have afforded me gratification, are, under existing circumstances, peculiarly grateful to me. Your beautiful present I thankfully receive, and shall preserve it as the most precious of acquisitions.—In return for it, accept the blessing of an old and faithful friend. It may be my fate never to meet you again in the relation which has subsisted between us; but so long as life is retained, I shall cherish, as one of my comforts, a fond remembrance of you, and feel a parental solicitude for your health, prosperity and happiness. Farewell! and may Almighty God protect you and me, now and for evermore.

At a meeting of the Medical Faculty of the University of Pennsylvania, held Nov. 21st, 1835, it was,

Resolved, That the Medical Faculty, having heard of the resignation of Dr. DEWEES, Professor of Midwifery, and the diseases of women and children, entertain a just sense of his great talents, of the value of his services to the school, and of the loss they sustain in a beloved colleague, whose whole connexion with them has been marked by the purest honor and the most amiable disposition—and that they have received the intelligence of this event with the deepest sorrow, alleviated only by the pleasing expectation of his speedy restoration to health, and of the renewal of his usefulness.

By order of the Medical Faculty.

W. E. HORNER, Dean.

UNIVERSITY OF PENNSYLVANIA.

At a meeting of citizens convened by a Committee of the Trustees of the University of Pennsylvania, in the Trustees' Room, on Friday evening, the 27th November, 1835, Joseph P. Norris, Esq. was appointed Chairman, and Matthew Newkirk, Secretary.

The object of the meeting and the wants of the In-

stitution being stated by John Sergeant, Esq. one of the Committee of the Trustees, and by the Rev. Dr. Ludlow, Provost of the University, the following resolutions were adopted.

Resolved, That we approve of the measures adopted by the Trustees of the University of Pennsylvania for raising by contributions of our fellow citizens, a sum of one hundred thousand dollars in aid of their funds, and for improving and extending the system of education, and that we will cordially co-operate with them in this, their first call for aid.

Resolved, That a Committee be appointed, in conjunction with the Committee of the Trustees, and the Rev. Dr. Ludlow, Provost of the University, to obtain contributions from our fellow citizens.

Resolved, That the Committee have power to fill vacancies, and add to their number.

Resolved, That the following gentlemen compose the Committee.

Joseph P. Norris	Joseph Dugan
Matthew Newkirk	Nathan Dunn
Paul Beck	John A. Brown
Alexander Henry	Thomas Hart
Thomas P. Cope	Daniel W. Cox
Samuel Richards	Robert Earp
James C. Fisher	Elihu Chauncey
John White	John Hare Powell
Josiah Randall	Thomas Fassitt
Thomas Biddle	Henry White
Jacob Ridgway	Gen. R. Patterson
John Moss	M. C. Ralston
Thomas Flemming	Ambrose White.

Committee of Trustees.

John Sergeant	George Vaux
Charles Chauncey	Dr. G. B. Wood.
Dr. P. F. Mayer	

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and published in the daily papers.

JOSEPH P. NORRIS, Chairman.

MATTHEW NEWKIRK, Secretary.

THE SANDY AND BEAVER CANAL COMPANY.

To the President and Directors of the Sandy and Beaver Canal Company.

Gentlemen—In compliance with your request, I have the honor to lay before you the following Report of the present state of the work under my direction:—

During the past summer the whole line has been minutely traced, with a view to a permanent location; by this survey the total extent of the canal has been diminished three miles; or the distance from the Ohio river, at the mouth of Little Beaver creek, to the western termination at the Ohio canal, by the recent examination and location will not exceed 73½ miles. The Eastern division of the canal, extending from the Ohio river to a point 2 miles west of New Lisbon, embraces a distance of about 27 miles, of which 17 miles are "slackwater," for that description of improvement, the stream is exceedingly well adapted; the valley being narrow, and the banks bold and prominent, affording numerous and eligible sites for the locks and dams, and an abundance of good materials for their formation.—The summit or middle division, is about 14½ miles in extent; and the western division, terminating at the Ohio canal, about 32 miles. The latter division extends through a country affording the greatest facilities for constructing a cheap and permanent improvement. The valley of the creek is broad, and has nearly a uniform declivity from its source to its confluence with the Tuscarawas. On the eastern division the lockage is 464 feet, and on the western 205, constituting in all, 669

feet. In locating the western division, the level has been kept up from Williams' mill dam to the debouch into the Ohio canal at the flourishing town of Bolivar, by which arrangement an excellent water power is secured to the Company, affording a head and fall of 26 feet, the owners of the property at the site selected for using the water, have liberally ceded to the Company 10 acres of very valuable land for that purpose. Sandy creek at that point will yield a sufficiency of water independent of the requisite supply for the canal *at all times to work 20, and for eight months in the year, 50 pair of mill stones.* This power may reasonably be estimated as worth \$6,000 per annum. Many other valuable sites for hydraulic purposes have been created or purchased along the route, which in conjunction with the one above mentioned, will probably afford the Company a revenue of \$7,000 per year.

On the eastern division of the line, 49 sections or 24½ miles of canal, 13 dams and 46 locks, are now under contract, on the middle division, 21 sections or 11 miles including the tunnel and the reservoir, mounds on the west fork of Little Beaver creek and Cold run. And on the western division, 28 sections or 14 miles, 11 locks, 1 dam, and the aqueduct over the Tuscarawas river, constituting in all, 49½ miles of Canal, 14 dams, 57 locks, one aqueduct, and two reservoir mounds now under contract.

The work has been prosecuted in most cases, with energy, and is now in a greater state of forwardness than could reasonably have been anticipated, considering that the season was far advanced when it was commenced. About 34 sections or 17 miles of canal are now completed, and likewise the mason work of two locks and 144,000 cubic yards of excavation removed from the summit deep cuts; dam No. 2 on the western division will probably be completed next week. The foundation of five other locks and two dams are laid, and 1500 perches of wall built, and a large quantity of stones, and other materials for the construction of locks and dams are prepared, and on the ground, and I have no doubt, all the work now under contract, excepting the tunnels and aqueduct, will be finished in the approaching year.

The work placed under contract is in most instances in the hands of responsible and efficient men, and has been taken on terms exceedingly favorable to the company.

There is at the present period on the line a force equivalent to 1260 men; the cost of the locks which are built in the most durable manner of cut sand stone, will not exceed \$700 per foot lift, being about thirty per cent. below the ordinary cost elsewhere; the cost of the dams which are in most instances 14 feet high, will average about 28 dollars per foot linear across the stream, and the canal, exclusive of locks and dams generally from \$3,000 to \$5,000 per mile.

A contract has been entered into for furnishing the remainder of the hydraulic cement, it is found in abundance, contiguous to the line, the quality is equal to any I have seen, and the cost extremely moderate.

The contract for excavating the tunnel and approaches, has been taken by energetic and persevering contractors on reasonable terms, the former, not exceeding the estimated cost: this work is to be completed by May, 1837. As much has been stated in relation to the adequacy of the supply of water on the summit, it may be proper to remark, that during the past season, I commenced a series of minute examinations of the most prominent streams relied on for a supply. These examinations have thus far fully corroborated the truth of the statements and calculations embraced in the report made you last autumn by Mr. Hage and myself. I feel fully satisfied, that with the aid of the reservoirs that can be constructed on the summit at a moderate cost compared with their utility, a much larger quantity of water may be introduced into the summit, and its dependent levels, than will be requisite

for the transit of the immense trade that is destined to seek a market through its channel.

The reservoirs now under contract will contain as follows: West fork reservoir 130,000,000 of cubic feet area 350 acres; Cold Run reservoir 88,000,000 of cubic feet, area 250 acres, in addition to which it is proposed to elevate the banks of the canal, so as to retain one foot in depth of available water, and flood several pieces of low ground on its northern or upper side, amounting in all to about 150 acres, which when full, will furnish about 6,500,000 of cubic feet, making in the aggregate from these sources alone, an available supply of 224,500,000 cubic feet of water, a demand on which may be requisite in a dry season, for a period of 100 days. By calculation it will be perceived, these reservoirs will afford for *that period 2,245,000 cubic feet of water per day, equivalent to a discharge of 1559 cubic feet per minute, if this sum is added, the minimum natural flow of water on the summit as reported to you last autumn, (558 cubic feet per minute) it will be observed that the flow of available water in a dry period, will amount to 2117 cubic feet per minute, or sufficient after deducting all that the nature of the soil and climate will require for leakage, filtration and evaporation, for the passage of 185 boats per day.*

The West Fork and Cold Run reservoirs, are about one mile apart: when filled, the surface of the water in each will occupy the same plane or be elevated to the same height. It is designed to have a feeder extending from one to the other if required: a large waste weir is to be constructed on this feeder for the purpose of discharging the waste water, when both reservoirs are full; this water when thus discharged, is conducted into the reservoir on the summit level.

The two first mentioned reservoirs will receive the drainage of 24 square miles of country, the summit the *drainage of 80 square miles.*

The usual depth of rain that falls in this section of country, can, I am informed, with safety be premised at 36 inches per annum, or equal to a column of that height, 83,635,000 cubic feet on a square mile, and on 24 square miles 2,107,244,000 cubic feet annually. From experiments made on a large scale elsewhere for practical purposes, it has been ascertained conclusively, that 75 per cent. of the rain that falls can be laid up in reservoirs. From these data it will be observed, that the three reservoirs above alluded to, may be filled seven times per year. This exhibit will probably satisfy the most sceptical, as to the adequacy of the supply of water.

As to the immensity of the trade that will wend its way through the Sandy and Beaver Canal to an Eastern market, I believe there has never been surmised a doubt; a glance at the map will prove conclusively, that a very large portion of the produce of Michigan, Illinois, Indiana, Kentucky and Ohio, which are rapidly increasing in population and wealth, must be rafted through it; the business of that section of country is now to a great extent accommodated by the New York improvements, but the completion of the Sandy and Beaver Canal will afford it a safer transit, to and from the seaboard much shorter, and navigable *six weeks earlier in the spring, and three weeks later in the fall,* than the one now traversed, being sufficient inducements to secure it: what the extent of trade will be, time alone can develop: on the Erie and Champlain Canals, a very large portion of the business done on the first, of which is derived from the country above mentioned, there have been received in tolls in 1829, \$759,055; 1830, \$1,032,476; 1831, \$1,194,610; 1832, \$1,196,008; 1833, \$1,324,421; 1834, \$1,294,955; and there is no doubt that the business of this year will very greatly exceed the last: on the Ohio Canal there was collected in 1832, \$82,867; 1833, \$136,920; 1834, \$151,287, and the amount of tolls received the present year at some of the collectors' offices, exhibits an increase of 45 per cent. over the last.

When the canal or rail road authorised by an act of the Legislature of this state at their last session, to be constructed from the western termination of the Sandy and Beaver Canal to the Miami Canal, near the mouth of the Anglaise river, shall have been completed, it must add an immense revenue to your work, as it in connection with the Wabash and Erie Canal through Indiana, and the contemplated rail road through Illinois to the Mississippi river, will constitute a continuous chain of internal improvement, extending westerly from the Sandy and Beaver Canal 500 miles, and from Philadelphia 1000, into the rich and fertile regions of the west.

The following synopsis of the distance, of the trade of the country situated west and southwest of the Sandy and Beaver Canal.

Distance by the Ohio Canal, Lake Erie, New York Canal and Hudson river to New York.	
From the Sandy and Beaver Canal to Cleaveland	80 miles.
From Cleaveland to Buffalo	200 do
From Buffalo to New York	515 do
Total	795 miles.

Distance by the Ohio and Mahoning Canals and Pennsylvania Canal and Rail road to Philadelphia.	
From Bolivar to Akron	42 miles.
From Akron to Beavertown	114 do
From Beavertown to Pittsburg	28 do
From Pittsburg to Philadelphia	394 do
Total	578 miles.

Distance by the Sandy and Beaver Canal and Pennsylvania improvements to Philadelphia.	
From Bolivar to Beavertown	87½ miles.
From Beavertown to Pittsburg	28 do
From Pittsburg to Philadelphia	394 do
Total	509½ miles.

From the rapid increase in business on the New York and Ohio Canals, it is to be presumed that when the Sandy and Beaver Canal shall have been finished, the tolls on the Ohio Canal will at least amount to \$400,000 per annum, and from the foregoing facts and statements, it is to be inferred that two thirds of that trade, will pass through the Sandy and Beaver Canal, which at the rate charged on the Ohio Canal, would nett the stockholders, an income of at least \$60,000 the first season,* if to this sum is added the amount that may be anticipated from the liberal grant contained in the amended charter,† which cannot fall short of \$150,000, the Company will receive in the first year after the work is finished, \$210,000 in tolls, independent of the large business that may be expected from the country west and northwest of the termination of their work, presenting the novel result of a Canal yielding 17 per cent. on its entire cost, the first-season after its completion.

All which is respectfully submitted.
E. H. GILL, Chief engineer,
S. & B. Canal Co.
New Lisbon, Ohio, Nov. 11th, 1835.

* This estimate may seem large, but it must be kept in mind that the Sandy and Beaver Canal will constitute a connecting link between two large and important works, (the Ohio Canal and Pennsylvania improvements) now completed, consequently it has not, like other Canals, to await the growth of business.

† The amended charter secures to the Sandy and Beaver Canal Company, all the tolls collected on the Ohio Canal, from boats that have passed through the Sandy and Beaver Canal, for 7 years after its completion.

REPORT OF THE SCHOOL DIRECTORS

Of the District consisting of Muncy Borough, in the county of Lycoming to the Superintendent of Common Schools, for the year ending the first Monday of November, 1835.

Number of Schools—Two; The Male Teacher having a female assistant, but the whole school being under his superintendence.	
Number of Scholars—Male, one hundred and thirty; Female, seventy-eight.	
Number of Teachers—Male, one, Female, one.	
Teachers' Salaries—of the Male Teacher, with his assistant,	\$500 per annum,
Of one Female Teacher,	100 per do
Character of Teachers—Good.	
Branches of Study taught—Orthography, Reading, Penmanship, Arithmetic, Geography, English Grammar, History, and Mathematics.	
Number of months each school has been kept open—	
Ten months.	
Cost of School Houses—Renting	14 08
Repairing	6 28
	\$20 36
Other Cost of maintaining Schools—Blank book for minutes,	\$1 12½
Check book,	20
Desk,	26
Rent of Stoves, about	5 00
Wood,	9 56
	\$15 64½

Money received for the use of Schools—From the State; none yet received. County; \$144 assessed on the borough; none received.—Borough, under the 7th section of act of 1834; \$550 assessed and now being collected.

Money received from other sources—\$26 51 received for tuition of Scholars not entitled to the benefits of the School System in this borough.

General remarks on the progress of the Scholars and the good order of the Schools, with suggestions of improvement in the System:—We would respectfully suggest the propriety of directing the money collected in each School District, by the assessment of the Commissioners and School Delegates, for the support of Schools, and any other taxes levied in any particular School District for this purpose, to be appropriated in such district; and that the fees of County officers be saved, by ordering the Collectors to pay the money immediately into the Treasury of the township, ward, or borough, composing such district.

We also believe that the School System would be more generally adopted, and would therefore be more efficient, if a certain sum, say not more than fifty cents per quarter for each scholar, were assessed on the parents or guardians of children actually taught during the year (poor excepted.)

Signed, GEORGE ROBERTS, President.
JAMES RANKIN, Secretary.

From the Western Argus.
RAIL ROAD.

MR. HENRY,—I have just received a circular from a friend in Conneaut, Ohio, recommending the erection of a Rail Road from Conneaut Harbor to Beaver Point. This project is considered perfectly feasible, and will, when completed, be an important section of internal improvement, uniting at once the Great Pennsylvania Canal with Lake Erie. You will please publish the circular and make such comments upon it as you may think necessary. Would it not be policy to call a county meeting to consider the subject, and adopt such

measures as might be considered necessary to promote so desirable an object? I also send you the *Conneaut Gazette*, from which you can make some extracts on the subject.

Yours, &c. &c.

CIRCULAR.

Conneaut, O. Nov. 10, 1835.

Sir,—The undersigned, a committee appointed at a meeting of the citizens of this place, for the purpose of adopting the preparatory measures for an application to the Legislature of this State, for a charter, to construct a *Rail Road*, from the Lake to the Ohio River, have, after mature deliberation, and a partial examination of the country, &c. come to the conclusion that by far the most practicable route, is from Conneaut Harbor to the mouth of the Beaver River, on the Ohio; leading down the valley of the Pymatuning creek, and the Shenango and Beaver Rivers. At a distance of twenty three miles from the Lake, we strike the Pymatuning, and the valley of these streams and which is an almost direct course, affords one uninterrupted level to the mouth of the Beaver. We very much question whether a route of similar extent, can be found in any section of our country, which presents so few obstacles to the construction of a Rail-road. Conneaut Harbor is one of the best on the southern shore of Lake Erie; and the mouth of the Beaver is destined to become one of the most extensive manufacturing places in the Union. The importance of uniting the Lake and Ohio River by a Rail-road communication, at or near these points is of the first magnitude; and we confidently believe that the route between these points, presents unparalleled advantages for the construction of a Rail Road; and we would respectfully solicit the aid and assistance of the citizens in your vicinity; in furthering the objects which we have in view. As the route extends into two States, it will be necessary to have two charters. The citizens in Ohio, interested in the proposed improvement, will take measures to procure from Ohio a charter to the State Line; say in the townships of Vernon or Brookfield, in Trumbull county; and have already made provision to have the route surveyed immediately as far as New-Castle; and it is hoped that those citizens in Pennsylvania, interested in its extension to the Ohio River, will adopt the necessary measures to procure a charter from the Legislature of that State, at the ensuing session.

We have the honour to be,

respectfully,

Your obedient servants,

A. DART,
H. KEYES,
J. BROWN,
E. FIFIELD,
O. H. KNAPP,
L. THAYER,
J. REID,
B. F. FIFIELD,
C. W. APPLEBY,
N. B. HARMON,
G. MORTON.

LEHIGH NAVIGATION.

This work is now all under contract from Mauch Chunk to White's Haven, 20 miles, and is rapidly progressing. It is contracted to be finished by the 31st December, 1836. The plan of this navigation is different from any other, we believe, in this country; nearly the whole line is formed by a succession of Dams and Locks—some of the Dams will be rising of 40 feet in height when finished, and the Locks from 20 to 30 feet lift. They will be 100 feet in length and 20 in breadth.—From the number and arrangement of the valve gates, it is estimated that these Locks can be filled

in the usual time required for filling an ordinary Lock of 8 or 9 feet lift. Should the plan succeed, of which no doubt is entertained by practical Engineers, we think a new era will be formed in the construction of slack water navigation, and instead of multiplying Locks by making them 8 feet lift, they will be thrown into a single lift of 20 or 30 feet, and thereby save a vast deal of expense in their construction and time in passing. It will readily be perceived that in addition to a saving of expense and time in this mode of construction, where circumstances will permit its being adopted, a great advantage will arise from an increased capacity for business, and from the use of steam instead of animal power for propelling Boats. In Dams and locks of such magnitude, a Steamboat of 150 tons burthen will float as lightly as upon the Ocean, and without the least injury to the banks or the works, and by means of high Locks, the number will be reduced to about one in four of the common Locks, and the time in passing proportionably lessened.

It is now too late to think of constructing our State improvements upon this plan. Our public works have advanced too near their completion upon the old system of canals and low Locks, and must be finished—but our country is rapidly increasing in wealth; its mineral and agricultural resources are being daily developed, and the time will come when our main canals will be sufficient for the business upon them—when the Susquehanna, Delaware, and all the streams of sufficient magnitude, will be converted into slack water navigation adapted upon the plan we have just described, to the use of steam power. This is our prediction, and we have as full confidence in its eventual fulfilment as ever was entertained by Evans or Fulton in the success of Steam Boat Navigation.—*Mauch Chunk Courier*.

MAUCH CHUNK, Pa. Nov. 23, 1835.

As no paper has been published in this place for some time past, some notice of our local affairs, the progress of our Coal Trade, Improvements, &c. will be looked for in the present number. In reference to the coal trade,—Shipments for the different markets have been regularly made up to the present time, without the least interruption from breaches in the canals, or other causes, since the opening of the Navigation in the spring. The quantity shipped up to the 19th inst. is 128,489 tons, which is considerably in advance of the shipments of any former season. The company, we believe, intend to continue their shipments during the present, and a part of next month, unless prevented by the closing of the canals by frost. We understand they have already made contracts for the delivery at Mauch Chunk, from the mines next season, of 195,000 tons.

This will give employment to several hundred additional hands, and create an active business in every department of trade. The various other branches of business carried on in this place and vicinity have not been less vigorously prosecuted during the past summer than the coal trade. Our carpenters, iron founders, smiths, tailors, shoemakers, tin workers, watch makers, boat-builders and riggers, all have found plenty to do, and we doubt not, have been well rewarded for their labor. Our streets exhibit some improvement, and a few houses which were previously begun, have been finished, and now make a handsome appearance; but in the improvement of our village, much remains to be done, in order that we may vie with our Schuylkill neighbors—our vacant lots should be filled up with handsome shops and dwellings. They are needed, and we hope another year, some of our enterprising citizens will conclude to expend a portion of their earnings in building and embellishing the place.—*Courier*.

NESCOPECK AND LEHIGH CANAL.—We understand that the number of shares in the stock of the canal, re-

quired by law to secure the charter, has been subscribed. It is believed that the whole stock will be taken in the course of a few months, and that the work will soon be commenced.

BEAVER MEADOW RAIL ROAD.—About 12 miles of this road from the mines to the Lehigh, is finished, or nearly so, and the remainder, from the mouth of Quakake to Weiss Port, a distance of 12 or 14 miles more is now under contract. The Company contemplate having their locomotives in operation on the whole line in the course of the ensuing season.—*ib.*

FINANCES OF PENNSYLVANIA.

No. I. RECEIPTS.

At the State Treasury, commencing on the 1st of November, 1834, and ending on the 31st of October, 1835.

Lands and Land Office fees,	\$26,395 94
Auction commissions,	10,900 00
Auction duties,	57,252 03
Dividends on bank stock,	150,730 00
do. on bridge, turnpike and navigation stock,	28,458 08
Tax on bank dividends	68,508 13
Tax on certain offices,	13,783 66
Tax on coal companies,	1,314 10
Tavern licenses,	57,825 56
Retailers' licenses,	80,727 84
State maps,	110 00
Pamphlet laws,	159 24
Collateral inheritance tax,	32,166 56
Militia and exempt fines,	787 63
Tin and clock pedlers' licenses,	1,625 00
Hawkers' and pedler's licenses,	4,227 05
Increase of county rates and levies,	188,019 94
Tax on personal property,	20,943 10
Canal and rail-road tolls,	684,357 77
Loans,	1,629,640 00
Premiums on loans,	120,916 60
Premiums on bank charters,	66,608 99
Tax on writs, &c.	24,745 91
Fees of the Secretary of State's Office,	456 01
Old debts and miscellaneous,	2,904 07

	3,273,563 21
Balance on hand—Nov. 1, 1834,	54,092 20
	<u>\$3,327,655 41</u>

No. 2.—EXPENDITURES.

At the Treasury, commencing on the 1st of November, 1834, and ending on the 31st of October, 1835.

Internal Improvements,	1,361,057 82
Expenses of Government,	235,128 03
Militia Expenses,	21,862 44
Pensions and gratuities,	30,665 84
Education,	59,408 02
Loans,	60,000 00
Interest on Loans,	106,468 75
Internal improvement fund,	1,144,970 47
Western Penitentiary,	18,654 03
Eastern Penitentiary,	77,000 18
House of Refuge,	5,000 00
Pennsylvania claimants,	250 23
Conveying convicts,	1612 99
Conveying fugitives,	689 98
Defence of the State,	10 00
Miscellaneous,	9,080 53

	3,131,860 31
Balance in the Treasury on 1st November, 1835.	195,795 10
	<u>\$3,327,655 41</u>

No. 3.—CANAL AND RAIL ROAD TOLLS.

Whole amount received on canal,	\$403,008 48
do. do. Rail Roads,	194,623 24
do. do. Motive power,	86,726 10
Total,	<u>\$684,357 77</u>

We also, here, add the amount drawn from the Treasury during the late fiscal year, for common school purposes, and by what counties. But 19 counties have accepted the law, in whole or in part, and have drawn their proportion of the fund, and this out of 50 counties entitled to the same privileges!

Paid to Colleges, \$29,947 69

COMMON SCHOOLS.

Adams,	1,235 71
Alleghany,	3,017 35
Berks,	3,007 32
Centre,	1,066 50
Cumberland,	1,574 70
Delaware,	1,070 93
Fayette,	1,738 30
Franklin,	1,796 67
Huntingdon,	1,476 54
Juniata,	612 25
Lancaster,	2,572 50
Lycoming,	908 21
Mifflin,	625 52
Northampton,	2,176 05
Susquehanna,	764 65
Union,	1,111 90
Warren,	271 19
Westmoreland,	1,920 77
York,	2,513 27
	<u>\$29,460 33</u>

SALE OF REAL ESTATE IN WESTCHESTER.

The Matlack Estate in West Chester, advertised in this paper for some weeks past, sold on Saturday last, as follows.

The Green Tree Tavern, with about 4 acres of land, for \$14,200. The vacant lot adjoining it on the east, on Gay street, of 70 feet, for \$30 25-100 per foot. The lots directly in the rear of the last, fronting on Chesnut street, at \$15 per foot.

Liberty Grove, containing about 374 acres of ground brought \$4,050, and the first lot east of the Rail Road Depot, fronting on the Rail Road, less than half an acre brought \$1,296.

There still remains about 120 acres, to be offered hereafter, presenting fine opportunities for investment.

HOUSE OF REPRESENTATIVES.

Tuesday, Dec. 1st, 1835.

The House came to order at 12 o'clock, and the credentials of members were read, when it was found that 98 members were present—Messrs. M'Connell and Hudson, from Huntingdon, only being absent.

On balloting for Speaker Ner Middleswarth of Union county, was elected by the following vote:

Ner Middleswarth	68
J. A. McClelland	16
B. A. Bidlack	11
N. A. Woodward	1
Thaddeus Stevens	1

SENATE.

The Senate was organized at 3 o'clock, by the election of Speaker, which resulted as follows:

T. S. Cunningham	20
A. H. Read	10
Geo. N. Baker	1
Uzal Hopkins	1

Harrisburg Intel.

REGISTER OF THE WEATHER.

Pottsville, Nov. 28.

The Weather.—On Saturday night last it commenced snowing, and continued throughout the greater part of Sunday. On Monday our streets were enlivened by the music of sleigh-bells—and our mountains continue to be clothed in the livery of winter.

Postscript.—Just as our paper was going to press, it commenced snowing again—and unless a change in the weather should take place, there is every reason to believe that the shipments of Coal for the season will cease after to-day.—*Miner's Journal.*

Williamsport, Nov. 23.

Winter.—Snow fell to the depth of several inches in this neighborhood on Monday night last, and Monday we had sleet, rain and snow alternately.—*Lycoming Chronicle.*

The River.—The Pittsburg Statesman of Wednesday, says:—“It snowed with us all of Saturday night and all day Sunday last. A great quantity of snow had fallen, but on Sunday night it rained and carried it all off. We have therefore, a great freshet, and it is feared that it will amount to a tremendous flood before it is all over. Both rivers flow in torrents, and the Ohio like a deluge.”

The ice on the Delaware, above Bristol, yesterday morning, Dec. 1st, was an inch thick.—*United States Gazette.*

The quantity of rain which fell during the last month was 3.19 inches.

Pennsylvania Hospital, 12mo., 1st. 1835.

Muncy, Nov. 24.

Yesterday dawned with nature clad in a mantle of chastest white; and, but for the depth of the mud, our citizens would have had an opportunity of enjoying a sleigh-ride. Some few, however, undertook it, but if we may be permitted to judge, more for the name than the game of the amusement. The snow was about three inches deep.—*M. Telegraph.*

From the United States Gazette.

COLD WEATHER INDEED!

Mr. Chandler,—I have made thermometrical observations for nearly half a century, but I do not recollect a colder day in the month of Nov. in this latitude, than we experienced in this city yesterday, the 29th inst. When the Mercury (in my out-door thermometer) at sunrise, had sunk to 20, which is 12 degrees below a freezing point, and the intense cold continued, so that at mid-day it could not rise above 25 in the shade. We have really had the extremes of Winter and Summer, since the first of Oct. the 19th and 21st days of which, the Mercury rose in the shade to 80, and for several days it was 78. It will be recollected that Summer heat is 76;—and in the present month of Nov. the Mercury has risen as high as 68. Indeed, almost the whole month of Oct. and part of Nov. were like the dog-days of August; and we have few days during our Winter, (in this latitude) colder than that of yesterday.

Respectfully yours,

C. P.

Philad. Nov. 30, 1835.

A stalk of Buckwheat, which grew upon the farm of Mr. William Long, in Warrington township, Bucks county, this season, produced the astonishing number of 2613 grains.

DAUPHIN COUNTY.

The enumeration of the taxable inhabitants actually residing within the county of Dauphin, having just been completed, and reported to the Governor, we give the result, and feel confident that Dauphin county will again be entitled to *Two Representatives*, and in conjunction with the County of Lebanon, to *One Senator*, for the next *Seven years*.

<i>Wards, town'sps & Boroughs.</i>	<i>Taxables.</i>
North Ward, Harrisburg	373
South Ward	505
Middletown	198
Lower Swatara	219
Upper Swatara	240
Londonderry	469
Derry	487
Hanover	483
Lower Paxton	297
Susquehanna	291
Middle Paxton	323
Rush	42
Jackson	189
Halifax	380
Upper Paxton	310
Mifflin	336
Lykins	367

Aggregate 5508

Harrisburg Intel.

PHILADELPHIA BANK.

At a meeting of the Directors of the Philadelphia Bank, on the 30th ult. JOHN B. TREVOR, Esq. was elected Cashier of said Bank, in the place of Quintin Campbell, Esq. resigned.

WESTERN BANK.

At a meeting of the Directors of the Western Bank of Philadelphia, held on Tuesday evening, the first inst. MICHAEL E. ISRAEL, Esq. was unanimously elected Cashier, to supply the place of John B. Trevor, Esq. resigned.

HARRISBURG BANK.

The following named gentlemen were elected Directors for the ensuing year:

Thomas Elder	Jacob M Haldeman
Geo. H. Bucher	Joseph Wallace
Peter Kelker	Frederick Kelker
Abraham Oves	Thomas Brown
John Geiger	John Shoen
James M'Cahan	John Woods

Michael Lebkicher.

Job R. Tyson, Esq. has been appointed Secretary of the Marshall Monument Committee, in the room of Wm. B. Reed, Esq. resigned.

Appointments by the Governor.

John R. Vogdes, Esq., and Dr. Samuel Heintzelman, to be Aldermen of the city of Philadelphia, in place of Aldermen Inskeep, and Duane, deceased.

DIED.

Col. William Duane, late Editor of the Aurora, died in Philadelphia on Tuesday, the 24th Nov., in the 76th year of his age.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 24.

PHILADELPHIA, DECEMBER 12, 1835.

No. 414.

GOVERNOR'S MESSAGE.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania:—

FELLOW CITIZENS.—In transmitting the annual message to the General Assembly according to usage and the directions of the Constitution, I should do injustice to my own feelings, if, in addressing you on the state of the Commonwealth, I should omit to offer my congratulations upon its prosperous and truly flourishing condition.

Pennsylvania has reached an eminence moral and physical, which leaves her second to no state in the union. Her wealth, her enterprise, and her recent system for the attainment of knowledge, have elevated her character abroad, and given her strength and dignity at home. Her extensive lines of Rail Roads and Canals, her ample and steadily increasing revenues, in connection with her agricultural, manufacturing and mineral productions, will, in a short period of time, have thrown around her a power and an energy commensurate with all her future schemes of physical and intellectual improvement, with the consummation of every project which her commercial interests in honorable rivalry with neighboring states may demand, or the requisitions of an enlightened public policy may render it expedient for her to accomplish. Much has been done by her within a few years; much still remains for her to do; and that she may be able to reach the acme of wealth and power, which will leave her without a rival, and to which she must eventually attain, her march must still be onward. Nothing can stop her in her career to pre-eminence, short of a mercenary spirit, which, if indulged now that a solid foundation for such a superstructure has been successfully laid, would be to her future prospects, what blasting and mildew to the expectations of the farmer, whose crop, upon which he has bestowed much labor, has been visited by their withering influence. There can be no reasonable cause for further procrastination—the means are at hand; and the whole scheme of improvement as originally contemplated, may be accomplished in less time, and at less cost now, than it could be executed for at a more remote period.

The measures adopted for establishing the credit of the Commonwealth have been attended with the happiest effects. When her loans are now offered in the market, they never fail to command active competition and high premiums. Her public stocks inspire confidence, both at home and abroad; and from the passing of the act of March 1830, authorizing a loan of four millions of dollars, down to that of the 13th of April last, directing the borrowing of nine hundred and fifty nine thousand six hundred dollars, there has been but one solitary check to her prosperous career in her extensive moneyed transactions, and that was but of momentary duration.

The loan last mentioned, was negotiated in the usual manner, under the usual notice, and was awarded to the Bank of Pennsylvania, at a premium of twelve dollars and two cents upon every one hundred dollars of stock, bearing an interest of five per cent, per annum; in other words, the Bank pays to the state one hundred

and fifteen thousand three hundred and forty three dollars and ninety-two cents, for the privilege of loaning her nine hundred and fifty nine thousand, six hundred dollars, for thirty years, at the rate of interest just mentioned. The correspondence in relation to this loan will be laid before you.

Since the commencement of the internal improvement policy, adopted by the state in 1826 to the present period, we have expended in the construction of canals and Rail Roads, twenty two millions, four hundred and twenty thousand, and three dollars and thirty two cents. The whole of this sum has been borrowed at an interest of five per cent, per annum, and has yielded to the Treasury in premiums upon the respective loans, an aggregate of one million three hundred and fifty six thousand six hundred and fifty three dollars and thirty six cents. Of this sum, one million, two hundred and seventy eight dollars and thirty six cents were received upon loans negotiated since the eighteenth day of December, eighteen hundred and twenty nine, and regularly applied in aid of other funds appropriated to the same object, to the payment of interest accruing upon the public debt.

We are indebted for these auxiliary supplies to the well established credit of the state and the well grounded confidence reposed in its characteristic punctuality, as well as its unquestioned ability to meet all its engagements, and which enabled us to execute one of the boldest designs, and to consummate one of the most stupendous works of art known among the achievements of modern times. Without the aid of these annual advances upon our loans, the State would have been driven to the necessity of borrowings sums equivalent to the premiums received, to meet the interest upon its debt, which would have been a policy at once destructive of its financial interests and fatal to its credit; or a resort must have been had to oppressive taxation; neither of which measures, it is believed, would have been sanctioned by the people, and consequently the prosecution of this great public work must have ceased, and the benefits already realized, as well as the solid advantages which they hold out, in prospect of which no just estimate can be formed, would have been lost to the public.

The effect, however, produced by establishing a permanent fund for the payment of interest, by imposing a light tax, and the prosperous condition of the Commonwealth during the prosecution of the public works, which was produced principally by the expenditure of the large sums of money in their construction, has enabled us to complete in about eight years of active exertion, six hundred and one and a quarter miles of canal and slack water navigation and one hundred and eighteen miles and three quarters of railway, making an aggregate of seven hundred and twenty miles of improvements; to which may be added seven and a half miles of extension on the West Branch of the Susquehanna, authorized by act of the last session, four of which are now in navigable order, and the residue, I am informed, will be finished during the current year.

A state of peace and unexampled prosperity, combined with judicious measures to inspire public confidence, have enabled us to consummate a work so little burdensome to the people, which will place our future

prosperity out of the reach of rival neighbours, will add greatly to the general and individual wealth, and will be the admiration and pride of this and succeeding generations.

It will be found upon reference to the records of the auditing department, that the taxes paid into the State Treasury, under the several acts of the 25th of March, 1831, entitled respectively, "An act for assessing a tax on personal property, to be collected with the county rates and levies for the use of the commonwealth," and "An act to increase the county rates and levies for the use of the commonwealth," up to the first of November of the present year, a period of about four years and eight months, amounted to seven hundred and forty one thousand five hundred and fifty seven dollars and ninety eight cents, making the average amount paid annually upon the personal and real estate within the commonwealth, about one hundred and fifty eight thousand nine hundred and five dollars and twenty eight cents. This sum divided among the whole tax-paying population of Pennsylvania annually, for the period I have mentioned, has constituted the whole burden which the extensive line of public improvements has inflicted upon the people of this great and opulent State. There are, however, arrearages of those taxes still outstanding, which will doubtless be collected and paid into the Treasury in due time.

The amount of tolls for the fiscal year ending on the 31st day of October last, were estimated by the accounting officers, in their last annual report, at seven hundred thousand dollars; the actual receipts into the Treasury have fallen short of that estimate, however, about fifteen thousand six hundred and forty two dollars and twenty-three cents, the amount actually received, being six hundred and eighty four thousand three hundred and fifty seven dollars and seventy seven cents, exceeding the receipts of the preceding year, three hundred seventy four thousand, five hundred and sixty eight dollars and sixty two cents.

It is estimated that the revenue arising from the public improvements alone, for the current year, will not fall short of, but in all probability, will exceed a million of dollars, which, with the outstanding taxes supposed to amount to about three hundred and ten thousand dollars; the ordinary revenues arising from other sources applicable to the same object, and the premiums upon loans, should it be deemed expedient to borrow money for further extensions of the public works, will be sufficient to liquidate all the claims for interest and the ordinary expenses of the government, without the necessity of having recourse to other means to meet those objects.

Having found the Commonwealth involved in pecuniary embarrassments at the time the administration of its affairs was committed to my care, which left me no alternative, other than an appeal to taxation, which is always odious to the people, or an immediate abandonment of a great and most important public enterprise in which the state had engaged, upon which she had already expended a large amount of money, and had contracted for the expenditure of many millions more, and having met the emergency and taken the course to which my duty to the state, its interest and character pointed, but which placed me in the unenviable situation of being the first Chief Magistrate to recommend a state tax for any purpose; I rejoice that the affairs of the Commonwealth have been brought to an issue so prosperous during the continuance of my administration, as to enable me to be the first also to announce to the Representatives of the people, and to our common constituents, the cheering intelligence, which will not be more grateful to them than it is to myself, that further taxation for state purposes will not be required; and that the several acts of the 25th March, 1831, for assessing a tax on personal property, and for increasing the county rates and levies for the use of the Commonwealth, may, without injury to the public interests, be

permitted to expire by their own respective limitations.

And here permit me to remark, that so far from this administration being obnoxious to the ungenerous charge of having involved the State in inextricable ruin, by plunging it into an onerous and overwhelming debt, for the payment of which, the hard earnings of its citizens of every grade and condition, will, from time to time be filched from them, it will soon be made manifest, that a fund has been secured to the Commonwealth, proceeding from the very improvements for which the debt was contracted, which will not only relieve its citizens from future taxation, as well for payment of interest as for other state purposes; but will enable the Government, at no distant day, to establish a sinking fund for the liquidation of the debt itself, which, if steadily and faithfully applied to that object, will, at no very remote period, place the State in the enviable condition of possessing an annual revenue of several millions of dollars, at the same time that it will have been entirely exonerated and discharged from all its debts contracted for the purposes of internal improvement.

The condition of the commonwealth, in regard to the revenues, produced by her public works, presenting an aspect so prosperous: it would seem that the period has arrived, when there ought to be no further impediment to their extension, to such points as give the greatest promise of usefulness in affording facilities to our internal commerce, and in rendering more profitable, the works already finished. Among these the extension from the western termination of the Pennsylvania canal, to the harbor of Lake Erie, by such route as will afford the greatest facilities in its construction, as well as ensure the most constant supply of the necessary element to make it answer the great and important ends for which it will have been designed; presents strong claims which ought, in my opinion, to be no longer postponed. Equally important to the interests of the state, and of the people of a large and interesting district of country, is the project of carrying the canal from its termination at the mouth of the Lackawana creek, up the north branch of the Susquehanna, to the line dividing the states of Pennsylvania and New York, to intersect the Elmira Canal and Ithaca Railroad now in operation in that state.

The completion of both improvements at the earliest period possible, is highly important, whilst the trade of the Lakes, of the Territory of Michigan, the states of Ohio, Illinois and others of the western and south western states would find vent on the one—the salt, plaster and flour of western New York, would be transported into the interior of Pennsylvania, and the iron and coal of the latter state, would be carried in return into the state of New York upon the other. The advantages arising to the commonwealth, from the construction of both the projected works, it is believed would be of immense importance. The increase of population which would immediately follow the commencement of those additional improvements, would of itself, be a sufficient justification for the expenditure in their construction; but the increase of revenue which would be added, upon their completion, to that already produced, and the facilities afforded to the people of those regions, in finding a market for their surplus produce, places the propriety of the measure beyond all question. Whilst on this subject, permit me also to suggest the propriety of authorizing a further reconnaissance to ascertain the practicability of a route for a canal, from some point on the West Branch of the Susquehanna, to connect with the French Creek Division, and by that Division ultimately with the harbor of Lake Erie.

It has been a subject of regret with many of our scientific and patriotic citizens, that legislative attention had not long since been directed to the expediency of authorizing a Geological and Mineralogical survey of this state. Abounding as it is known to do, in every

variety of mineral wealth, such a survey would be of incalculable value, in still further developing the hidden resources of our prolific and opulent commonwealth. The discoveries which have already been made, accidentally and without the aid of scientific examination, strongly indicate the immense advantages that might be expected from a thorough Geological exploration. Our state is emphatically the centre or heart of the Union. She has made and is still making, either in her own right, or by delegating authority for that purpose to others, rapid advances in the construction of Canals and Rail Roads, which are the great arteries through which, by means of other great channels of communication with which they either are, or will be connected, incalculable millions of tons of our mineral and agricultural productions will ultimately be transported to every extremity of our extensive country. Here then I might stop and rest the propriety of the measure upon the additional productiveness it would occasion to that source of public wealth and revenue.

But there are other considerations of paramount importance, which affect the interests of the farmer, the manufacturer and the citizen, and which would render such a measure still more highly beneficial: to the former, it would unfold the localities in which are contained mineral substances, pregnant with those manuring and fertilizing qualities which would enable him to reclaim and enrich his soil: to the manufacturer there would be developed and applied to their proper uses, that endless variety of ores, sands, clay, and other materials so essential to the profitable prosecution of his business; and to our citizens, generally, there would be discovered many new sources of wealth in their mines and their quarries, which lie concealed from them now, but which the measure proposed would enable them, to realize and convert to profitable and valuable uses. This subject might be enlarged upon; but it may be sufficient to add, that if such a survey was authorized and carried successfully into effect, it would have a tendency greatly to increase the value of our soil; it would add largely to its productiveness, and that of our Canals and Railways; it would elevate still more the character of our State; it would promote the cause of science, and for a comparatively trifling expenditure, we should secure a denser population, and add incalculably to our individual and general prosperity. Permit me then, to recommend this important measure to your early attention. The work might progress gradually: an annual sum, such as the Treasury could spare without injury to other interests, might be appropriated for this object, until it shall have been completed. Several of our sister States are engaged in thus exploring their hidden resources. One of them, Massachusetts, has finished her survey, and is now realizing the advantages resulting from it—a few years, and I trust Pennsylvania will be doing likewise.

In pursuance of the provisions of an act of the General Assembly, passed at their last session, the people of this state have recently decided a question, which has for a considerable time past agitated the public mind, by causing their votes for or against the call of a Convention to amend the constitution; the fundamental law upon which their government and all their civil, and, I may add, their religious institutions rest, and by which they have for the last forty-five years been protected: their decision is understood to have resulted in favor of a Convention, by a very decided majority of the votes given in reference to that measure; and whatever opinions may have been heretofore entertained by any of us upon that subject, it becomes our duty now, to bow to the will of the people so unequivocally expressed, and to take the necessary steps to carry it into effect.

After ascertaining officially, therefore, the state of the vote in relation to the call of a Convention, if it should turn out as it is believed to be, in favor of that

measure, you will doubtless perceive the necessity of making provisional law, for complying with the expressed will of the majority, at as early a period as possible, by fixing upon the time, place, and manner of holding and conducting the elections for the choice of delegates throughout the state, as well as the time and place of their meeting for carrying into effect the objects for which they shall have been elected. That the people may be safely trusted with that which most immediately concerns themselves, and at their pleasure change or retain their form of government as to them may seem expedient and proper, is a position which may not now be controverted; and whatever objections may be started in relation to the mode adopted for ascertaining the public sentiment, in reference to that measure, (the constitution having made no provision for such an emergency,) there can be no doubt in regard to their right to adopt such a course, to enable them to bring about a reform, as they themselves shall consider best adapted to the attainment of that object. By expressing their opinions at the ballot box in the form and manner prescribed by the Act of Assembly, they have recognized its provisions as directory to them at least, and admitted its authority as effectually as if the act had emanated immediately from themselves.

In my last annual message, I took occasion to express my views at large, in relation to the pernicious consequences resulting from the creation of monopolies by legislative enactment, and the indiscriminate conferring of banking and other corporate privileges, to the manifest danger of ultimately undermining the stability of our free institutions, and the obvious injustice resulting from them to individual enterprise. I have discovered no cause for changing the opinions expressed in that document, and would respectfully refer you to it for the reasons therein assigned, why the further progress in that course of legislation ought to cease, and a more equitable mode of distributing public favors be introduced. The Banks chartered during the last session of the legislature, being two in number, having supplied the only localities in the state, in which such institutions had not previously been established, with the facilities for the transaction of business which other portions of the community had long and profitably enjoyed, but which to them had theretofore been denied, it would seem that a further increase of such establishments in any part of the commonwealth would be superfluous, and should be zealously guarded against, and that every additional application for similar privileges should be regarded with jealousy and distrust.

An evil, in my apprehension, of no ordinary magnitude has been introduced into our legislation, against the pernicious tendency of which, and its further progress, I would beg leave most earnestly to remonstrate—I mean the practice of guaranteeing by legislative enactment, the payment of the interest upon the capital employed by companies incorporated for accomplishing some alleged object of improvement, in which the state has no direct or immediate interest; thus placing the commonwealth in the attitude of an underwriter insuring to the corporators an interest of five per cent. upon the capital invested in a project, which, when completed may never yield three or even one per cent.—in short, it is insuring that against all risk, which was undertaken as a speculation at a risk; so far at least, as the usual rate of interest now paid for loans is concerned—a perseverance in this course of legislation, will, before long operate like a canker upon the public purse, and reduce your Treasury to a state of financial embarrassment, from which it will require no ordinary skill as well as means to relieve it.

It would be much better that the state should cause the work to be constructed in its own right, if it promises to be of public utility; or that a subscription of stock should be authorized in its behalf, which would at least give it the advantage of being represented

in the direction and management of the construction of the work and the expenditure of the money. It is to the General Assembly as the protectors of the people's rights and the guardians of their interests, the public must look to apply the remedy of these growing evils. In the legislative body alone, resides the power to restrict and to control that insatiable thirst for monopolies and chartered privileges, that morbid spirit of speculation which would make the state stand sponsor for every abortive scheme in which corporations may choose to embark—it is *there* the axe must be laid to the root of the mischief, and these excrescences upon the body politic lopped off and deprived of their future growth. The Executive, it is true, may interpose his negative, but that should be confined to extreme cases involving constitutional difficulties, or at most, should be applied to bills providing for measures glaringly inexpedient, and too palpably improper to receive the force of laws. A more general application of that power would necessarily bring the Executive and Legislative branches of the Government into collision with each other, and destroy that harmony which is essential to a judicious and prosperous termination of its affairs.

The proper accounting officers will lay before you their respective reports showing the state of the finances of the Commonwealth for the fiscal year, ending on the 31st of October last; from which it will appear that the receipts into the Treasury, exclusive of loans and premiums upon loans, but arising from the ordinary sources of revenue only during that period, amounted to the sum of one million five hundred and twenty three thousand and six dollars and sixty-one cents; which, with the balance remaining in the Treasury on the first of November, 1834, of fifty-four thousand and ninety-two dollars and twenty cents gives an aggregate of one million five hundred and seventy-seven thousand and ninety-eight dollars and eighty-one cents—and that the expenditures during the same period including interest upon loans, but not embracing the sum borrowed by authority of the act of 17th January last, applicable to that object, amounted to one million three hundred and eighty-one thousand three hundred and three dollars and seventy-one cents, leaving a balance in the Treasury, on the first of November last, of one hundred and ninety five thousand seven hundred and ninety-five dollars and ten cents, which, together with so much of the moneys since received into the Treasury, as will be necessary for that purpose, may be applied to the repayment of the sum of two hundred and fifty thousand dollars, borrowed from the Bank of Pennsylvania, for the payment of interest on the first of February last in pursuance of the act of the 17th of January above mentioned, and which is directed to be repaid within twelve months from the date of that act. Should the repayment of the said loan be made as mentioned, it will become necessary to make provision by law for procuring by loan or otherwise, a sum sufficient to meet any deficiency that may happen in the fund for the payment of interest on the first of February next; to be repaid out of any sum in the Treasury, at any time hereafter, not otherwise appropriated. It is estimated that the revenues for the fiscal year now current, will be amply sufficient to meet the interest and all other ordinary demands upon the government, and leave a balance in the Treasury on the first of November next.

I have the satisfaction to state for the information of the friends of education generally, that the provisions of the act to establish a general system of education by common schools, passed the first day of April, 1834, and its supplement of the 15th of April last, have been accepted by a large majority of the school districts within the Commonwealth, as reported to the superintendent of public schools. The state, exclusive of the city and county of Philadelphia, which are not embraced within the provisions of the law, and the counties of Columbia, Montgomery, Greene, and Clearfield, from

which no reports have been received, has been divided into nine hundred and seven school districts; of this number, five hundred and thirty-six have accepted, and three hundred and seventy-one have rejected the provisions of the law.

The directors of the several districts adopting the system, have been somewhat remiss in transmitting their reports; they are, however, daily arriving at the Secretary's office, who, as the Superintendent of common schools, will be enabled, at an early day, to lay before you a detailed report of the progress of the system, the effects it produces where it has gone into operation, and the future prospects of its friends in relation to it.

From the reports received, it appears that in sixty-six districts in which the system is adopted, there are two hundred and thirty-eight schools in successful operation, in which are instructed nine thousand six hundred and eighty children; and in ten other districts active preparations are making to carry it into effect.

The directors of the several districts in which the schools are in operation speak well in their reports of the characters and general conduct of the teachers; the scholars they say are improving in their studies—they express much satisfaction with the system itself; its advantages to such as will avail themselves of it, and its ultimate general utility.

There can be no doubt that as the system advances into more general use, and its advantages become more apparent, it will increase in favor with the people generally, but especially with the more liberal minded and intelligent; that the friends of a virtuous and moral education, to be extended to all the children within our extensive commonwealth, will eventually triumph; and with the adoption of a few modifications, some of which I understand will be suggested in the report of the Superintendent of Common Schools, there is every reason for confident assurance, that the system will work its way into public favor, and will eventually be universally accepted and approved.

At the last session a resolution was adopted by the General Assembly, "relating to the Chesapeake and Delaware Canal," which was referred to the Attorney General for his opinion in regard to the measures proper to be pursued for carrying the objects of the resolution into effect. That officer with his characteristic industry and ability, has given the subject as thorough an examination as the circumstances within his reach would admit, and the result of his investigations has been transmitted in the shape of a legal opinion which furnishes a history in detail of the origin and progress of the Chesapeake and Delaware Canal, with the causes of the obstructions and embarrassments complained of in the resolution, and points out the legal remedy for their removal; a copy of which will be laid before you for your consideration, and such further legislative action in relation to a subject so important to our citizens, as to the General Assembly shall seem expedient and proper.

The Judiciary of Pennsylvania, as at present organized, so far as my information extends, is generally esteemed to be efficient, safe, and entirely adequate to a prompt and vigorous administration of the laws.—Complaints of *the law's delay* are no longer heard. The Judges are generally able, industrious men, and sound jurists, whose decisions command the confidence and respect of the public. I am not aware that any additional legislation is required in regard to that department of the Government at this time.

The militia system is deplorably defective, and requires prompt attention to its re-organization and thorough amendment. It ought, if possible, to be raised above the reproach and ridicule which its inefficiency and general defectiveness have brought upon it. It is true, to make it what it should be, the action of Congress must be brought to bear upon it—but by encour-

ageing voluntary associations, you may provoke a military ardor, which will add much to the efficiency of the system, and infuse a spirit of subordination and discipline into the whole body of the militia, which will inspire confidence, and make it in a measure what it ought to be, the bulwark of the nation.

The Penitentiary system still continues to accomplish all the beneficial effects which its philanthropic projectors could reasonably have expected from it. One of its greatest excellencies over all former plans of prison discipline, consist in the prevention of all combination as well as contamination, and the favorable opportunity it affords to the convict of reformation and amendment of life, which is eminently exemplified in the lives and characters of those who have been subjected to its inflictions. All the cells directed by law, to be built in the Eastern Penitentiary, are said to be nearly completed, and all the blocks occupied except one, which containing one hundred and thirty-six cells, is plastered and some of the doors are hung, and will be finished in season for the reception of prisoners in the spring; the appropriation made at the last session, is deemed to be sufficient to complete all the cells now built. The prisoners sentenced under the different penal laws, to the Eastern Penitentiary, are now all received into that prison. The state of the finances of this institution will appear in the report which will shortly be made to the Legislature. On the first of January last, there were two hundred and eighteen prisoners confined in the Eastern Penitentiary, and there have been received into it from various counties in the district, from that time until the twenty-first of November last, one hundred and twenty-eight, and from Walnut street prison sixty-nine, who had been sentenced to the Eastern Penitentiary, but were detained in the former prison until a sufficient number of cells could be prepared for their reception, making the whole number received, one hundred and ninety-seven. Seventy have been discharged during that period, by expiration of sentence and pardon, and three died, leaving in the Penitentiary on the 21st of November last, three hundred and twenty-four male, and eighteen female prisoners. The conduct and deportment of the prisoners is represented to have been generally satisfactory, and as far as has been ascertained, most of the convicts who were discharged during either the present or past years, have conducted themselves so as to satisfy those who had an opportunity of judging, that the legislature were not in error, when they founded the Penitentiary system. I have received no information in relation to the condition of the Western Institution, and must, therefore, refer you generally, to the report of its Inspectors which will shortly be laid before you.

The prosperity of our country throughout its whole extent is great beyond all former example, but it is to be lamented that whilst our hearts should be filled with gratitude and humble devotion for the bounties of Providence, to Him who bestows them, there should have been manifested in some portions of the Union, a spirit of wantonness and insubordination, which have set aside the ordinary forms of law, and executed summary vengeance upon the devoted heads of whosoever might fall within its power, according to its own undefined, illicit code of criminal justice. Wherever this spirit was dominant, a self-constituted tribunal, pre-determined that the victim should suffer the penalty whether guilty or innocent, was the arbiter of his fate. Property, life, liberty, reputation, every thing that is dear to man upon earth, was made to submit to this relentless ordeal. Men became the voluntary executioners of their fellow men. The most inhuman atrocities and wanton cold blooded murders were committed in the open face of day, and sanctioned by communities who would feel themselves greatly scandalised by having it supposed that they were not models of refinement, intelligence, and respectability. Mobs were collected together under the pretence that some act of immorality or dishon-

esty had been committed, which it was their province to punish or to correct. The domestic sanctuary was entered by violence, the obnoxious individual sought for, and if found, fell a victim to an infuriated mob; if not, his property became a sacrifice to a phrensied populace, and all this under the unjustifiable plea of necessity, or the tardiness of the forms of trial in the courts of law. It would be gratifying to feel a consciousness that we had nothing of this spirit to reproach ourselves within our own state; but the truth will not, I am constrained to say, bear us out in claiming entire exemption from its destructive influences. Such things must not be tolerated in a country professing to be governed by just and equal laws. If the laws are too weak to afford protection to the citizen in every emergency, it is time they should be made more efficient; the lives of our citizens must be secured against lawless violence, and it might not be unprofitable to inquire how far it would conduce to the suppression of riots, if by legal enactment, the obligation to make restitution of property destroyed by mobs, was imposed upon the community within whose limits its destruction was perpetrated.

For some time past, certain individuals under the cognomen of abolitionists, few in number, but manifesting a zeal worthy of a better cause, have been labouring most assiduously to impress upon the public mind the necessity of an immediate emancipation of that portion of our population now held in bondage by the people of the south. As might well be supposed, the promulgation of such doctrines produced an excitement of no ordinary character in that portion of the Union where slavery exists; and it has excited feelings of sympathy to a very great extent in other parts of the United States, which have called forth expressions of public sentiment on the subject of a most decided character. In Pennsylvania, public meetings have been held, which have responded in emphatic language to the sentiments expressed elsewhere. There is, I believe, very little difference of feeling in regard to the question of slavery in the abstract, among us; we all deplore its existence; we deprecate it as an evil, and it is presumed there are but few of us who would not rejoice if there was not a remnant of it left upon our soil. Inhabiting a state which was the first to abolish slavery, we cannot be affected by the existing excitement, otherwise than as members of the great American confederacy, and as forming a link in the great chain which binds it together; as such we are deeply interested in the peace, the unity and integrity of the whole. This most delicate, and I may be permitted to say, unfortunate subject, formed a part of the civil polity of the South before, and at the time of our great political association. The sages of the revolution to whom the arrangement and detail of the political compact were intrusted, were aware of its existence in its fullest extent; they were no strangers to the servile condition of the slave, nor to the burdens inflicted upon the master; they knew that the evil existed, but they saw the impossibility of providing an adequate remedy. They were well convinced that there existed rights and interests which could not be abrogated or abridged without preventing, forever, the establishment of that union which they were anxious to cement; or producing consequences to their country of a far more dangerous and disastrous character and tendency, than the existence of the rights and interests they were about to concede. *The rights were admitted, however; and the interests conceded,* among the many other concessions which it became necessary to grant before all the conflicting claims could be reconciled, or the parties to the great bond of Union which it was their purpose to form and to perpetuate, could be harmonized and conciliated.

These rights remain as sacred now as they were then, and these interests are as sacredly vested in the people of the slave holding communities, now, as they were considered and known to be then; and we are solemnly

bound by the obligations of justice, humanity, and good faith, to abstain from interfering in any manner with them. The doctrines of universal emancipation, no doubt, had their origin in motives of the purest humanity and in the most benevolent designs, and would, if left to themselves, by their mild and benignant influences, have greatly meliorated the condition of both master and slave: indeed, they had already contributed greatly to that desirable end, and might eventually, have produced the very object which is now professedly held out as the one desired to be accomplished. But the present crusade against slavery is the offspring of fanaticism of the most dangerous and alarming character; which if not speedily checked may kindle a fire which it may require the best blood of the country to quench; and engender feelings which may prove fatal to the integrity of the union itself. It must, however, be left to public opinion alone to check and to control the further progress of this misdirected enthusiasm. Legislation cannot be brought to bear upon it without endangering other rights and other privileges, in which every individual in this great confederacy is deeply and solemnly interested. The freedom of speech and of the press, which after all is the safeguard to free discussion, and the best expositor of public opinion, must not be infringed upon or controlled by enactments, intended to remedy some temporary mischief only. I would take occasion, however, to suggest for the consideration of the General Assembly, whether a calm, temperate and dignified, but at the same time, firm and decided expression of the views and feelings of that body in reference to this highly dangerous and mischief-threatening spirit, would not be calculated to give tone and expression to public sentiment in relation to that subject, and have a direct tendency to impose an immediate check and restraint upon its further progress.

In retiring from the station I at present occupy, I shall have the pleasing satisfaction to cheer me on my way to private life, which always accompanies a well grounded consciousness of a faithful and honest discharge of the duties incident to a high and responsible public trust.—Elevated by the citizens of my native state to the most dignified office in their gift, I could not be insensible to the extent of the confidence they had reposed, nor of the weight of obligation I owed them. I may be permitted to say, however, I trust without incurring the imputation of egotism, that as the only return I could make for the confidence reposed, I have laboured most assiduously and unremittingly during my continuance in office, to advance the prosperity of that commonwealth over which I had been called to preside; to sustain its credit; to elevate its character and to promote its lasting welfare and happiness—and if, in the endeavor to secure these objects, I have in my intercourse with the legislative branch of the government, at any time happened to differ from them in regard to particular measures of policy, it will be ascribed on their part, I trust, as it assuredly shall be on mine, to an honest difference of opinion, arising from an anxious desire on either side to promote the public good. If, in the great leading measures of state policy, I have had the misfortune to differ from a portion of my fellow citizens, in regard to their propriety and general utility, I have had the gratification to know, that I was sustained in those measures by a still larger portion of them, and especially by their Representatives in General Assembly, whose legislative sanction they received, and under its authority have been carried either partially or wholly into successful operation. The ultimate effect of those measures upon the general prosperity and happiness of the people of this great and growing commonwealth, in all future time, I am content to submit to that unerring test,—and in whatever situation I may be placed hereafter, whether in the peaceful shades of domestic retirement, or in the more busy scenes of active life, the most fervent wishes of my heart shall be engaged, and my most ardent aspirations shall ascend for the welfare and happiness of my native state.

I have only to add, in conclusion, the assurance of my hearty concurrence with the General Assembly during my continuance in office, in all such constitutional measures as shall be adopted by them: that I shall carry with me into retirement, and cherish through life, grateful recollections for the distinguished marks of confidence with which I have been honored, and the many public favors which have been so repeatedly and so kindly accorded to me, and to bid you a last and an affectionate farewell.

GEO. WOLF.

Harrisburg, Dec. 2, 1835.

From the Clearfield Banner.

THERMOMETRICAL OBSERVATIONS.

Messrs. Moore & Tate:—

Gentlemen—Annexed you have some observations on the state of the weather for the last 29 days of the past month, which if you should deem of any interest to your readers, are at your service for publication.—Should the present take, I may continue my monthly statements, &c.

Respectfully yours, etc.

Thermometrical observations taken in Penn township, Clearfield county, Pa. General exposure of the Land, East and South, at an elevation above tide water, of about twelve hundred feet. Thermometer sheltered from the sun and rain, but fully exposed to the open air; distant from any reflection from buildings, &c. Observation taken at one o'clock, P. M., nearly the warmest time in the day.

Remarks.	October, 1835.	Remarks.
Oct. Degrees.		Oct. Degrees.
3 52 Cloudy.		18 75 Cloudy & rain—C.
4 55 do.		19 71 Rain.
5 45 Very rainy—part		20 66 do.
6 44 Rain.		21 63 Very wet.
7 46 do.		22 70 Clear.
8 44 Snow—squally.		23 75 Rain. C.
9 56 Clear.		24 55 Clear.
10 64 do. frost.		25 55 do.
11 69 do.		26 54 do.
12 55 Cloudy.		27 62 do.
13 67 Clear.		28 68 Clear—in part.
14 70 do.		29 70 do.
15 67 do.		30 64 Rain.
16 61 Cloudy.		31 53 Clear.
17 69 Clear.		

25
Days $29 \div 1765 = 60$ degrees
29

average, or mean temperature of the last twenty-nine days of October.

15 clear days—4 cloudy without rain—9, more or less, rain—1 snow squalls. In all 29.

Warmest days, 18 and 23d—75 degrees. Coldest, 6th and 8th—44 do.

FEMALE ASSOCIATION OF PHILADELPHIA.

Extract from the Thirty-fourth Annual Report of the Female Association of Philadelphia, for the relief of Widows, Single Women, and Children, in reduced circumstances.

The Board of Directors of this association beg leave to remind their subscribers, that another year has passed away. And when they tell them that from ninety to one hundred females, and nearly as many children, have been carefully attended to—work provided for such of the women as were not disabled by disease or age from being employed—and when practicable, places procured for the children, where they are taught such things as may enable them to make their living in after life,—it is hoped that the patrons of so much good

will not only continue their support, but enter with more interest into its concerns than they have hitherto done.

This association, so long since organised—embracing the whole city, from the Delaware to the Schuylkill—so quiet in its movement as to be but little known, yet can show such an amount of good done by it, as would surprise those unaccustomed to use economy in the distribution of their means. Besides the large number of pensioners mentioned above, the society has under its care a school, over which the widow of a clergyman has long presided—a certain number of children are taught by her for the compensation she receives from the association, which, together with a few pay scholars, places her above want. The directors would be pleased if the subscribers would visit this little unpretending school.

It may be well from time to time to state, what officers compose this association, and how its business is conducted. Twelve directors are chosen by the sub-

scribers, and twelve managers are elected by the directors. Each manager has a certain district to visit—her duty is to inquire into the character, and the past and present circumstances of those who may be presented for relief—if any doubt or difficulty should occur in the investigation, the case is submitted to the board, and the managers act in accordance with its judgment. The greatest pains is taken to avoid deception, and as this charity is intended for those who have known the happiness of home, and all that word implies, impositions are not so frequent as among a lower class of life. One has just now been brought under the care of the society, whose house was large, and all the establishment that of comfort and delight—who, by a long train of disasters and sorrows, was left to struggle with disease and poverty—when the aid offered from this source has roused her drooping energies, and having the hope of succor, it is probable she may do well for herself and child.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.
By JAMES WRIGHT, Librarian.

SEPTEMBER, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather
THERMOMETER						BAROMETER.					
1	Tuesday,	52	63	63	59	29.09	89	91	29.90	NW	Clear day
2	Wednesday,	52	66	65	61	96	98	96	97	NW	Do do
3	Thursday,	52	70	70	64	30.04	6	6	30.05	NW	Fog—clear day
4	Friday,	56	73	71	66	8	6	2	05	S	Do do do
5	Saturday,	60	75	76	70	29.99	96	87	29.94	S	Do do do
6	Sunday,	67	81	78	75	79	68	64	70	S	Clear—shower
7	Monday,	59	67	65	64	75	79	80	78	W	Clear, high wind and rain
8	Tuesday,	52	67	68	62	74	73	72	73	SW	Clear day
9	Wednesday,	58	69	69	65	78	79	89	82	W	Do do
10	Thursday,	60	74	73	69	73	68	71	71	WNW	Do do
11	Friday,	57	65	69	64	84	77	76	79	W	Clear—light rain
12	Saturday,	60	66	69	65	72	78	66	72	W	Cloudy
13	Sunday,	62	67	67	65	65	65	72	67	S	Sun and clouds
14	Monday,	57	64	61	61	82	87	30.00	90	W	Frost—clear day
15	Tuesday,	47	60	59	55	30.14	12	11	30.12	W	Do do
16	Wednesday,	45	60	60	55	15	11	15	14	SW	Cloudy—clear
17	Thursday,	48	63	64	58	12	2	3	6	S	Clear day
18	Friday,	57	69	69	65	29.96	86	79	29.87	WSW	Cloudy—rain
19	Saturday,	65	69	67	64	58	50	51	53	SE	Clear—shower
20	Sunday,	54	62	60	59	32	33	31	32	NW	Clear—shower—clear
21	Monday,	54	60	57	57	30	30	40	33	NW	Sun and clouds—clear
22	Tuesday,	49	57	58	55	68	76	80	75	W	Clear day
23	Wednesday,	46	59	56	54	96	94	98	96	NW	Sun and clouds
24	Thursday,	44	57	55	52	30.00	29.93	97	97	NW	Clear—sun and clouds
25	Friday,	46	59	58	54	30. 7	4	3	30. 5	"	Do do
26	Saturday,	50	60	58	56	8	1	8	6	W	Clear day
27	Sunday,	44	59	61	55	29.77	70	63	29.70	W	Clear—sun and clouds
28	Monday,	56	59	55	57	54	52	57	54	W	Cloudy day
29	Tuesday,	46	52	46	48	61	57	57	58	WNW	Clear—sun and clouds
30	Wednesday,	46	47	47	47	60	56	55	57	WNW	Clear day

Thermometer.

Barometer.

Maximum on the 6th,	75°	Maximum on the 16th,	30.14 inches.
Minimum on the 30th,	47	Minimum on the 20th,	29.32 "
Difference,	28	Difference,	00.82 "
Mean,	60	Mean,	29.84 "

From the Pittsburg Gazette.

PHENOMENA.

The beautiful appearance of the night of the 17th inst., (Nov.) as published in the Saturday Gazette, does not seem to have arisen from the same cause precisely as the usual aurora. That it seemed to be as low as the clouds is however an uncertain indication of its true altitude. Every thing in the heavens, viewed by itself, seems to occupy the region of the clouds. Captain Parry, when wintering at Melville Island, mentions that he supposed several of the auroræ so low that they seemed lower than the clouds usually are; yet he remarks that when any clouds appeared, they invariably obscured or hid the phenomena.

About the same season last year the beautiful radiation of stars took place. They were seen towards morning. The weather had suddenly changed that night from warm and moist weather to an intense degree of a clear and cold atmosphere. The gases which evolved from the decomposition of the immense covering of decaying leaves and vegetable, it is supposed, were ignited by the electricity which the sudden alteration of temperature caused to radiate. The burning gas seen at a distance seemed sparks of falling fire. The falling was an appearance from the concavity of the heavens.

Humboldt mentions that every year they are seen nearly about the same season in the torrid zone; and in his account after alluding to what had been seen by Mr. Ellicott, he says, that he saw them at a great distance at sea off the coast of Africa, and on taking the altitude of some of them, found it to be about fifteen miles.

The evening of the 17th was somewhat cold as well as clear; and the light which was so remarkable, and continued so long, in all probability, had the same origin as the falling stars. That evening did not greatly divide the air into different columns, by the unequal distribution of moisture, forming particular paths for electricity to pursue, something like its course in thunder, and so producing sparks; but gave nearly a uniform and mild discharge, so as to inflame over the hemisphere, the thinly distributed layers of hydrogen gas. A true aurora is generally from a hundred to a thousand miles high, but the source of the light on the 17th probably did not exceed 10 or 20 miles.

OFFICE OF THE S. P. BRIDGE COMPANY,

December 1, 1835.

At an adjourned meeting of the Stockholders of the Company for erecting a Permanent Bridge over the river Schuylkill, at or near the City of Philadelphia, held this day, at the Office of the Company, J. J. Barclay, Esq. was chosen Chairman, and Geo. Rundle, Secretary.

The object of the meeting being stated by the Chairman—on motion it was

Resolved, That it is inexpedient at this time to apply to the Legislature for an extension of the charter of the Company, or to make any alteration of the Bridge for Rail Road purposes.

On motion Resolved, That the Stockholders approve of the measures heretofore taken by the President and Board of Directors, to guard the interests of the Company—and that they feel entire confidence that the Board will zealously continue their exertions to maintain the rights and interests of the Company.

On motion Resolved, That the proceedings of this meeting be published.

JAMES J. BARCLAY, Chairman.

GEO. RUNDLE, Secretary.

AUDITOR GENERAL'S REPORT ON THE REVENUE OF THE COMMONWEALTH FOR 1835.

Commencing 1st Nov. 1834, and ending Oct. 31, 1835.

(For Summary Statement, See Page 367.)

No. I.

Lands, Fees on Lands, &c.

Amount of purchase money with interest,	\$19,689 02
Fees on warrants and patents,	5,356 09

Office Fees.

Surveyor General's Office,	991 05
Secretary of the Land Office,	363 78
	<u>\$26,395 94</u>

No. II.

Auction Commissions.

William Folwell, jr.	2,000 00
George Thomas,	2,000 00
S. W. Lippincott,	2,000 00
Hulings Cowperthwait,	1,000 00
William Baker,	1,000 00
T. W. L. Freeman,	300 00
George W. Smith,	400 00
C. J. Wolbert,	300 00
James Clark,	200 00
Samuel A. Polk,	200 00
John D. Goodwin,	200 00
Henry C. Brooke,	200 00
Charles Barrington, junr.	200 00
Albert C. Richardson,	200 00
James Welsh,	200 00
Stephen Poulterer,	200 00
Thomas Birch,	200 00
H. J. Helmbold,	100 00
	<u>\$10,900 00</u>

No. III.

Auction Duties.

George Thomas,	\$22,682 32
William Folwell, junr.	17,747 72
S. W. Lippincott	6,867 80
Hulings Cowperthwait	3,712 64
William Baker	2,229 11
C. J. Wolbert	1,274 94
Patrick McKenna	1,000 00
John L. Coolittle	483 93
R. N. Konecke	414 57
H. J. Helmbold	228 92
Stephen Poulterer	176 09
T. W. L. Freeman	156 20
John D. Goodwin	116 08
Joseph Aitken	83 20
George W. Smith	34 86
James Clark	31 92
R. H. Maddock	11 73
	<u>\$57,252 03</u>

No. IV.

Dividends on Bank Stock.

Bank of Pennsylvania	112,500 00
Philadelphia bank	31,398 00
Farmers' and Mechanics' bank	6,832 00
	<u>150,730 00</u>

No. V.

Dividends on Bridge, Turnpike and Navigation Stock.

Big Beaver bridge	300 00
Schuylkill bridge at Norristown	360 00
Northumberland bridge	1,000 00
Loyalhanna bridge	130 00

Harrisburg bridge	6,300 00
Alleghany bridge	3,200 00
Conemaugh bridge	525 00
Schuylkill bridge at Pottstown	150 00
Nescopeck bridge	240 00
Norristown bridge	180 00
Lewisburg bridge	600 00
Towanda bridge	216 66
Monongahela bridge	2,000 00
Milton bridge	80 50
Robbstown bridge	598 50
Danville bridge	300 00
Susquehanna and York borough turnpike	250 00
York and Gettysburg turnpike,	800 00
Harrisburg and Middletown turnpike	840 00
Lancaster, Elizabethtown and Middletown	650 00
Bellefonte & Phillipsburg turn- pike	600 00
Bedford and Stoystown turnpike	1,076 92
Susquehanna and Lehigh turnpike	200 00
Pittsburg & Steubenville turnpike	360 00
Schuylkill Navigation company	7,500 00
<hr/>	
28,458 08	

No. VI.

Tax on Bank Dividends.

Bank of Northumberland	720 00
Lebanon Bank	313 24
Moyamensing Bank	545 00
Bank of Montgomery county	908 82
Bank of Penn township	1,898 93
Merchants and Manufacturers Bank, Pittsburg,	3,840 00
Bank of Middletown	550 44
York Bank	2,483 55
Bank of Germantown	673 40
Bank of Pittsburg	3,273 37
Bank of Chester county	1,400 00
Northampton Bank	688 32
Monongahela Bank of Brownsville	580 30
Doylestown Bank of Bucks county	408 00
Wyoming Bank at Wilkesbarre	422 20
Bank of Gettysburg	440 40
Girard Bank	8,400 00
Farmers Bank of Bucks county	356 01
Farmers Bank of Lancaster	1,708 08
Farmers Bank of Reading	1,239 78
Bank of Delaware county	417 48
Schuylkill Bank	4,600 00
Miners Bank of Pottsville	79 90
Western Bank of Philadelphia	1,600 00
Manufacturers and Mechanics Bank, Philadelphia	1,280 72
Kensington Bank	2,000 00
Harrisburg Bank	1,268 20
Lancaster Bank	457 11
Southwark Bank	2,000 00
Commercial Bank of Pennsylvania	5,760 00
Easton Bank	2,390 16
Carlisle Bank	1,165 68
Erie Bank	164 69
Bank of the Northern Liberties	2,400 00
Mechanics Bank of Philadelphia	5,040 00
Bank of Chambersburg	1,234 35
Bank of North America	4,800 00
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\$68,508 13	

No. VII.

Tax on Certain Offices.

Richard Palmer, prothonotary, Philadelphia	2,201 89
John Humes, register do	1,900 68

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Alex. McCaraher, recorder, do	3,842 37
John Lisle, prothonotary, District court	3,289 89
H. H. Petersen, prothonotary, Alleghany county	84 63
David R. Porter, prothonotary, Huntingdon county	629 02
John M. Snowden, register and recorder of Alleghany county	475 95
John Roberts, prothonotary, Dauphin County	183 20
Christian Bachman, protho- notary, Lancaster county	704 24
William Whiteside, register, do	348 57
John W. Cunningham, protho- notary, Chester county	123 22
<hr/>	
\$13,783 66	

No. VIII.

Tax on Dividends of Coal Companies.

Delaware Coal Company	1,314 10
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No. IX.

Tavern Licenses.

Jesse Gilbert, treasur- er of	Adams county,	314 75
Nathaniel Holmes	Alleghany	3,246 41
Samuel McKee	Armstrong	270 59
David Porter	Beaver	234 00
James D. Eakin, late	do	238 63
John A. Blodget	Bedford	5 25
Solomon Filler, late	do	930 11
David Bright	Berks	2,977 62
David M. Bull	Bradford	146 30
Chauncey Frisbie, late	do	48 00
Frederick Lutz	Bucks	1,100 00
M. H. Jenks, late	do	8 71
George Miller	Butler	411 25
John Williams	Cambria	317 06
John Ivory, late	do	303 81
John G. Lowry	Centre,	623 80
Ab. Darlington, jr. late	Chester	1,580 93
Martin Hoover	Clearfield	100 00
John Fruit	Columbia	564 49
Daniel Shryock	Crawford	420 85
Jason W. Eby	Cumberland	64 50
John Phillips, late	do	885 78
Andrew Murray	Dauphin	38 36
Richard T. Leech, late	do	120 26
Samuel T. Walker,	Delaware	479 56
John A. Tracy	Erie	227 86
George Moore, late	do	446 45
Tho's Forster, jr. former	do	175 00
William Crawford	Fayette	462 65
George Meason, late	do	374 30
Jesper E. Brady	Franklin	1,185 33
Benjamin Campbell	Greene	428 00
Thomas Fisher	Huntingdon	119 70
Jacob Miller, late	do	354 22
James Todd	Indiana	18 66
James M. Steedman	Jefferson	17 00
Robert Patterson	Juniata	98 90
Joseph Cummins, late	do	71 55
John Bear	Lancaster	958 71
Z. McLenegan, late	do	3,958 66
John George	Lebanon	1,095 08
John J. Krause	Lehigh	375 36
M. D. Eberhard, late	do	313 83
George W. Williams	Luzerne	224 20
B. A. Bidlack, late	do	361 44
James H. Huling	Lycoming	57 00

James Gamble, late	Lycoming	242 00
Joseph Shannon	Mercer	540 00
Dennis Hall, late	McKean	20 00
James Burns	Mifflin	91 20
Ardemus Stewart	Montgomery	839 75
John Geyer, late	do	586 48
Joseph Snyder, late	Northampton	1,602 91
Samuel Bloom	Northumberland	261 20
Daniel Lupfer	Perry	68 40
William Stephens	Philadelphia	17,896 00
Samuel Dimmick	Pike	229 05
Orange A. Lewis	Potter	19 00
Joseph Ottinger	Schuylkill	1,456 09
George Mowry	Somerset	313 50
George Fuller	Susquehanna	131 10
William Foster, late	do	311 84
John Barnes, jr.	Tioga	190 00
Isaac Peters	Union	700 00
Jacob Mauck, late	do	748 98
George R. Espy	Venango	120 00
William Raymond, late	do	149 80
John Andrews	Warren	167 00
Scott W. Sayles, late	do	144 40
Henry Langly	Washington	900 00
Sam'l M'Farland, late	do	113 06
Sam'l Marshall, former	do	159 94
Thomas Mumford	Wayne	100 00
E. W. Hamlin, late	do	222 30
William H. King	Westmoreland	90 00
Daniel C. Morris, late	do	728 00
Daniel Hartman	York	1,908 89

 57,825 56

No. X.

Retailer's Licenses.

Jesse Gilbert, treasurer of	Adams county	600 46
Nathaniel Holmes	Allegheny	2,043 26
Samuel McKee	Armstrong	420 70
David Porter	Beaver	294 00
James D. Eakin, late	do	380 55
John A. Budget	Bedford	275 00
Solomon Filler, late	do	399 60
David Bright	Berks	2,477 52
David M. Bull	Bradford	45 12
Chauncey Frisbie, late	do	97 00
Frederick Lutz	Bucks	700 00
M. H. Jenks, late	do	1 25
George Miller	Butler	388 08
John Williams	Cambria	219 02
John Ivory, late	do	309 92
John G. Lowry	Centre	1,020 46
Joseph B. Jacobs	Chester	1,546 98
Abraham Darlington, jr.	Chester,	38 00
Martin Hoover	Clearfield	107 52
John Fruit	Columbia	423 62
Daniel Shryock	Crawford	812 92
Jason W. Eby	Cumberland	1,219 82
John Phillips, late	do	1,104 50
Andrew Murray	Dauphin	866 29
Richard T. Leech, late	do	185 22
Samuel T. Walker	Delaware	152 00
Oborn Levis, late	do	176 00
John A. Tracy	Erie	499 02
George Moore, late	do	480 88
William Crawford	Fayette	766 42
George Meason, late	do	902 38
Jasper E. Brady	Franklin	2,277 86
Benjamin Campbell	Greene	745 91
Thomas Fisher	Huntingdon	918 65
Jacob Miller, late	do	772 15
James Todd	Indiana	451 78
James L. Gillis	Jefferson	30 00

James M. Steedman, late	do	18 00
Robert Patterson	Juniata	113 98
Joseph Cummins, late	do	165 84
John Bear	Lancaster	1,624 50
Z. McLenegan, late	do	2,040 40
John George	Lebanon	1,074 86
John J. Krause	Lehigh	772 01
M. D. Eberhard, late	do	66 84
George W. Williams,	Luzerne	285 00
James H. Huling	Lycoming	61 74
James Gamble, late	do	163 13
Joseph Shannon	Mercer	891 20
Solomon Sawell	McKean	9 50
Dennis Hall, late	do	15 60
James Burns	Mifflin	387 13
Ardemus Stewart	Montgomery	767 13
John Geyer, late	do	348 07
Joseph Shnyder, late	Northampton	1,766 68
Samuel Bloom	Northumberland	680 74
Daniel Lupfer	Perry	445 58
Robert Kelly, late	do	29 33
William Stephens	Philadelphia	10,428 25
Samuel Dimmick	Pike	175 75
Orange A. Lewis	Potter	38 00
Joseph Ottinger	Schuylkill	1,480 69
John Schall, late	do	25 81
George Mowry	Somerset	237 00
George Fuller	Susquehanna	257 83
William Foster, late	do	382 91
John Barnes, jr.	Tioga	235 39
Isaac Peters	Union	600 00
Jacob Mauck, late	do	659 23
Wm. Raymond, late	Venango	346 97
John Andrews	Warren	170 00
Scott W. Sayles, late	do	234 87
Henry Langly	Washington	1,500 00
Samuel Marshall, late	do	504 95
Thomas Mumford	Wayne	117 50
E. W. Hamlin, late	do	328 98
William H. King	Westmoreland	750 00
Daniel C. Morris, late	do	645 14
Daniel Hartman	York	2,577 51
Cornelius Stevenson	Phil'a city	18,910 79
George Weitzel	Lancaster city	519 65
William Graham, jr.	Pittsburg city	2,823 50

 80,727 84

No. XI.

State Maps.

Nathaniel Holmes, treasurer of	Allegheny co.,	9 50
James Gamble, late	Lycoming	9 50
William Stephens	Philadelphia	76 00
George Harrison	do	5 00
B. A. Bidlack	do	5 00
Benjamin Reigle	do	5 00

 110 00

No. XII.

Pamphlet Laws.

Nathaniel Holmes, treasurer of	Allegheny co.,	48
David Bright	Berks	3 80
Joseph B. Jacobs	Chester	9 50
John G. Lowry	Centre	4 75
Richard T. Leech, late	Dauphin	7 60
Oborn Levis, late	Delaware	4 38
Jasper E. Brady	Franklin	4 75
Z. McLenegan, late	Lancaster	12 83
John Geyer, late	Montgomery	6 65
Robert Kelly, late	Perry	2 38

William Stephens	Philadelphia	93 57
Joseph Ottinger	Schuylkill	3 80
Jacob Mauck, late	Union	2 38
Samuel Marshall, late	Washington	2 37
		<hr/> 159 24

No. XIII.

Collateral Inheritance Tax.

Samuel McKee, treasurer of	Armstrong co.,	11 88
Solomon Filler, late	Bedford	37 72
David Bright,	Berks,	64 39
Frederick Lutz	Bucks,	136 73
M. H. Jenks, late	do	1,405 76
Joseph B. Jacobs	Chester	676 05
A. Darlington, jr. late	do	238 67
Daniel Shryock	Crawford	9 50
Jason W. Eby	Cumberland	332 41
John Phillips, late	do	150 00
R. T. Leech	Dauphin	93 31
Samuel T. Walker	Delaware	1,798 05
Oborn Levis, late	do	2,375 16
George Moore, late	Erie	407 00
Jasper E. Brady	Franklin	218 36
William Crawford	Fayette	211 63
George Meason, late	do	100 00
James Todd	Indiana	52 98
Robert Patterson	Juniata	31 45
John Bear	Lancaster	451 69
Z. McLenegan, late	do	623 38
John George,	Lebanon	208 01
M. D. Eberhard, late	Lehigh	7 48
Joseph Shannon,	Mercer	38 55
James Burns	Mifflin	10 69
Ardemus Stewart	Montgomery	162 95
John Geyer, late	do	640 02
James M. Porter	Northampton	501 39
Joseph Shnyder late	do	176 48
William Stephens	Philadelphia	20,488 00
Jacob Mauck, late	Union	27 92
Henry Langly,	Washington	5 95
Samuel Marshall, former	do	2 50
William H. King,	Westmoreland	22 80
Daniel C. Morris, late	do	116 84
Daniel Hartman	York	350 76
		<hr/> 32,166 56

No. XIV.

Militia and Exempt Finas.

Andrew Murray, treasurer of	Dauphin county	5 70
R. T. Leech, late	do	3 80
William Stephens	Philadelphia	133 00
Henry Daub, inspector, second Brigade, second Division,		202 50
Joseph Eneix, late inspector, second Brigade, thirteenth Division,		312 26
M. H. Spangler, late inspector, first Brigade, fifth Division,		116 60
Fleming Davidson, former inspector, second Brigade, fifteenth Division,		13 77
		<hr/> 787 63

No. XV.

Tin and Clock Pestlers' Licenses.

Nathaniel Holmes, treasurer of	Allegheny co.,	29 00
Samuel McKee	Armstrong	85 50

James D. Eakin, late	Beaver	27 00
Solomon Tiller, late	Bedford	28 50
David Bright	Berks	28 50
Chauncey Frisbie, late	Bradford	57 00
George Miller,	Butler	57 00
Jon Ivory, late	Cambria	57 00
John Fruit	Columbia	85 50
Daniel Shryock	Crawford	28 50
John Phillips, late	Cumburland	28 50
Richard T. Leech, late	Dauphin	114 00
George Moore, late	Erie	30 00
George Meason, late	Fayette	28 50
Benjamin Campbell	Greene	28 50
Jacob Miller, late	Huntingdon	28 50
Robert Patterson	Juniata	28 50
B. A. Bidlack, late	Luzerne	28 50
James Gamble, late	Lycoming	28 50
William Stephens	Philadelphia	313 50
Joseph Ottinger	Schuylkill	28 50
George Fuller	Susquehanna	85 50
William Foster, late	do	114 00
John Barnes, jr.	Tioga	57 00
Jacob Mauck, late	Union	57 00
Samuel Marshall, late	Washington	28 50
E. W. Hamlin, late	Wayne	28 50
Daniel Hartman	York	85 50
		<hr/> 1,625 00

No. XVI.

Hawkers' and Pedler's Licenses.

Nathaniel Holmes, treasurer of	Allegheny co.,	195 15
Solomon Filler, late	Bedford	30 40
David Bright	Berks	466 45
David M. Bull	Bradford	30 40
Chauncey Frisbie, late	do	30 40
George Miller	Butler	23 75
John Fruit	Columbia	28 50
Daniel Shryock	Crawford	15 20
Jason W. Eby	Cumberland	28 50
John Phillips, late	do	15 20
Andrew Murray	Dauphin	30 40
R. T. Leech, late	do	71 60
John A. Tracy	Erie	15 20
William Crawford	Fayette	72 20
Jasper E. Brady	Franklin	107 35
Benjamin Campbell	Greene	35 15
Thomas Fisher	Huntingdon	88 35
Jacob Miller, late	do	7 60
James Todd	Indiana	22 80
John Bear	Lancaster	168 15
Z. McLenegan, late	do	259 35
John J. Krause	Lehigh	30 40
M. D. Eberhard, late	do	33 00
B. A. Bidlack, late	Luzerne	15 20
Joseph Shannon	Mercer	30 40
James Burns	Mifflin	15 20
James Dickson, former	do	15 20
James M. Porter	Northampton	64 00
Joseph Shnyder, late	do	190 95
William Stephens	Philadelphia	1,341 60
Sammuel Dimmick	Pike	70 30
Joseph Ottinger	Schuylkill	121 60
George Mowry	Somerset	15 20
George Fuller	Susquehanna	22 80
William Foster, late	do	123 50
Jacob Mauck, late	Union	76 95
Henry Langly	Washington	22 80
Samuel Marshall, former	do	15 20
W. H. King	Westmoreland	28 50
Thomas Mumford	Wayne	46 00
E. W. Hamlin, late	do	98 80
Daniel Hartman	York	107 35
		<hr/> 4,227 5

No. XVII.

Increase of County Rates and Levies.

Per act of 25th March, 1831.

Samuel McKee, treasurer of	Armstrong	\$154 69
Jessee Gibert	Adams	1,131 08
Robert Smith, late	do	1,226 57
Nathaniel Holmes	Allegheny	4,326 27
David Porter	Beaver	1,157 44
James D. Eakin, late	do	1,574 62
Solomon Filler, late	Bedford	599 20
David Bright	Berks	7,749 09
David M. Bull	Bradford	460 79
Chauncey Frisbie, late	do	1,886 50
Frederick Lutz	Bucks	5,265 00
M. H. Jenks, late	do	4,194 03
George Miller	Butler	938 05
John Williams	Cambria	141 62
John Ivory, late	do	338 18
John G. Lowry	Centre	3,686 40
Joseph B. Jacobs	Chester	402 55
A. Darlington, jr. late	do	8,699 22
Martin Hoover	Clearfield	339 81
John Fruit	Columbia	717 49
Jason W. Eby	Cumberland	3,933 88
Daniel Shryock	Crawford	934 60
Andrew Murray	Dauphin	1,327 60
R. T. Leech, late	do	3,867 75
Oborn Levis, late	Delaware	3,945 87
George Moore, late	Erie	1,490 61
William Crawford	Fayette	1,237 25
George Meason, late	do	2,755 32
Jasper E. Brady	Franklin	3,434 55
Benjamin Campbell	Greene	1,445 51
Thomas Fisher	Huntingdon	1,403 09
Jacob Miller, late	do	1,974 69
James Todd	Indiana	464 53
James L. Gillis	Jefferson	50 00
James M. Steedman	do	196 82
Robert Patterson	Juniata	890 80
John Bear	Lancaster	5,864 59
Z. McLenegan, late	do	13,910 83
John George	Lebanon	3,581 56
M. D. Eberhard, late	Lehigh	273 03
George W. Williams	Luzerne	375 80
B. A. Bidlack, late	do	732 55
James H. Huling, late	Lycoming	580 31
James Gamble, late	do	345 92
Joseph Shannon	Mercer	1,108 70
Solomon Sartwell	McKean	220 18
John Fobes, late	do	168 92
James Burnes	Mifflin	1,401 72
James Dickson, former	do	1,198 17
John Geyer, late	Montgomery	6,717 62
James M. Porter	Northampton	1,321 29
Joseph Shnyder, late	do	2,936 45
Samuel Bloom	Northumber'd	1,300 54
Daniel Lupfer	Perry	294 29
Robert Kelly, late	do	468 39
William Stephens	Philadelphia	47,000 00
Samuel Dimmick	Pike	131 72
Orange A. Lewis	Potter	131 00
Joseph Ottinger	Schuylkill	2,057 97
George Mowry	Somerset	944 02
George Fuller	Susquehanna	201 46
William Foster, late	do	419 69
Isaac Peters	Union	2,195 00
Jacob Mauck, late	do	1,100 43
William Raymond, late	Venango	1,172 00
John Andrews	Warren	255 19
Scott W. Sayles, late	do	261 95
Henry Langly	Washington	3,199 28
Samuel Marshall, late	do	1,269 17
Benj. S. Stewart, former	do	700 00
Thomas Mumford	Wayne	458 20
E. W. Hamlin, late	do	128 82

William H. King	Westmorel'd	1,029 47
Daniel C. Morris, late	do	1,549 36
Daniel Hartman	York	6,873 60
		<hr/> 188,019 94

No. XVII.

Tax on Personal Property.

Per act of 25th March, 1831.

Jesse Gilbert, treasurer of	Adams co.	135 02
Robert Smith, late	do	45 43
Nathaniel Holmes	Allegheny	362 33
James D. Eakin, late	Beaver	51 83
Solomon Filler, late	Bedford	156 54
David Bright	Berks	1,069 34
David M. Bull	Bradford	48 03
Chauncey Frisbie, late	do	68 45
Frederick Lutz	Bucks	1,053 57
M. H. Jenks, late	do	1,063 88
John Ivory, late	Cambria	26 77
John G. Lowry	Centre	238 01
William A. Thomas, late	do	33 58
Joseph B. Jacobs	Chester	299 08
Abr'm Darlington, jr. late	do	1,626 89
G. P. Gulick, late	Clearfield	76
Daniel Shryock	Crawford	11 43
Jason W. Eby	Cumberland	828 53
Andrew Murray	Dauphin	59 85
Richard T. Leech, late	do	465 80
Oborn Levis, late	Delaware	994 91
George Moore, late	Erie	375 06
Jasper E. Brady	Franklin	351 54
Benjamin Campbell	Greene	100 00
Thomas Fisher	Huntingdon	171 38
Jacob Miller, late	do	140 55
James L. Gillis	Jefferson	20 00
Z. McLenegan, late	Lancaster	2,834 02
George W. Williams	Luzerne	15 64
B. A. Bidlack, late	do	65
James Gamble, late	Lycoming	11 23
Solomon Sartwell	McKean	9 58
James Dickson, former	Mifflin	295 95
John Geyer, late	Montgomery	2,162 91
James M. Porter	Northampton	293 17
Joseph Shnyder, late	do	569 44
Samuel Bloom	Northumberl'd	169 22
Robert Kelly, late	Perry	21 40
William Stephens	Philadelphia	3,000 00
Orange A. Lewis	Potter	22 00
Joseph Ottinger	Schuylkill	77 54
George Mowry	Somerset	64 00
George Fuller	Susquehanna	20 28
William Foster, late	do	69 11
Isaac Peters	Union	25 00
Jacob Mauck, late	do	49 50
Henry Langly	Washington	221 15
Samuel Marshall, late	do	97 26
Daniel C. Morris, late	Westmoreland	132 70
Daniel Hartman	York	932 64
		<hr/> 20,943 10

No. XIX.

Canal and Rail Road Tolls, viz:

CANAL.

Robert Scott, jr. collector at Dun-	can's Island	3,267 01
David Brinneman	Leechburg	3,433 07
Levi Reynolds	Lewistown	10,356 40
William Williams	Huntingdon	3,634 25
James Black	Newport	3,547 59
William McCreery	Allegheny-	town 36,274 26

John L. Armstrong	Pittsburg	
	aqueduct	1,725 50
Henry Chritzman	Liverpool	1,841 25
Charles B. Knowles	New Hope	4,834 59
John Mathews	Johnstown	60,878 61
John Walker	Hollidays-	
	burg	52,328 44
John W. Miles	Northumber-	
	land	19,241 60
David Cummings	Harrisburg	35,008 92
William Muirhead	Easton	5,020 00
Caleb Dusenbery, late	do	34,269 02
William Kinneear	Franklin	883 75
Thomas L. Smith	Columbia	18,506 59
Thomas Johnston	Blairsville	900 00
Samuel Headly	Berwick	3,321 22
John English	Bridgewater	1,297 03
John Fleming	Dunnsburg	2,956 65
William T. Rogers	Bristol	12,097 76
Hugh Melvane	Portsmouth	73,513 56
Abraham Hendel, late	do	11,709 28
James A. Sholes	Beaver	923 50
Jacob Fritz, keeper of	Duncan's Is-	
	land aqueduct	58 71
George P. Nevin	Swatara aque-	
	duct	485 17
John Nevin	Out-let locks	
	Middletown	251 86
John List	Out-let locks,	
	Columbia	112 37
Samuel Foreman	Kiskiminetas	
	aqueduct	178 47
Thomas Airs	Jacks narrows'	
	aqueduct	153 00
		403,008 43

RAIL ROAD.

William J. Steel, col-	Philadelphia	27,060 64
lector at	do	42,301 06
John S. Cash, late	Downingtown	8,311 65
Robert Hays	Paoli	3,929 82
Enoch Davis	Lancaster	9,489 73
Whitemen Benner	Columbia	47,737 95
Thomas L. Smith	Schüylkill vi-	
Andrew Redopher	aduct	988 40
John Mathews	Johnstown	27,205 68
John Walker	Hollidays-	
	burg	27,598 31
		194,623 24

MOTIVE POWER.

William J. Steel, col-	Philadelphia	10,046 75
lector	do	9,455 22
John S. Cash, late	Downingtown	2,515 04
Robert Hays	Paoli	455 74
Enoch Davis	Lancaster	3,272 34
Whiteman Benner	Columbia	18,045 46
Thomas L. Smith	Johnstown	19,581 32
John Mathews	Hollidays-	
John Walker	burg	23,354 23
		86,726 10
		\$684,357 77

No. XX.

Loans.

Bank of Pennsylvania, balance	
of loan per act of 5th April,	
1834	265,400 00
Bank of Pennsylvania, tempo-	
rary loan per act of 17th Ja-	
nuary, 1835	250,000 00

Bank of Pennsylvania, tempora-	
ry loan per act 27th February,	
1835	144,900 00
Bank of Pennsylvania, loan per	
act of 15th April, 1835	74,440 00
Bank of Pennsylvania, on ac-	
count of loan per act of 15th	
April, 1835	894,900 00
	1,629,640 00

No. XXI.

Premiums on Loans.

Bank of Pennsylvania, \$5 3-100	
per cent. on \$265,400, the ba-	
lance of loan per act of 5th	
April, 1835	13,349 62
Bank of Pennsylvania, \$12 2-100	
per cent. on \$894,900, of loan	
per act of 13th April, 1835	107,567 98
	120,916 60

No. XXII.

Premiums on Bank Charters.

Western Bank of Philadelphia	8,353 33
Bank of Pittsburg	16,534 65
Lumbermen's Bank at Warren	833 33
Bank of Lewistown	5,491 02
Towanda Bank	1,250 00
Girard Bank	25,000 00
Manufacturer's and Mechanic's	
Bank, Philadelphia	5,000 00
Moyamensing Bank	4,166 66
	\$66,608 99

No. XXIII.

Taxes on Writs, &c.

Per act of 6th April, 1830.

John B. Clark, late reg. and rec. Ad-	
ams county	\$135 00
H. H. Peterson, prothonotary of Alle-	
gheny	716 84
John M. Snowden, reg. and rec. do	664 45
Frederick Rohrer, prothonotary of Arm-	
strong	160 52
John Croll, reg. and rec. do	150 00
David Johnson, reg. and rec. of Beaver	145 99
Jacob Sallade, prothonotary of Berks	239 35
John Miller, recorder do	203 70
James P. Bull, prothonotary of Brad-	
ford	306 73
E. S. Goodrich, reg. and rec. of do	147 43
Charles H. Mathews, prothonotary of	
Bucks	331 74
Andrew Heller, register of do	72 75
Michael Dech, recorder of do	452 51
Peter Duffy, prothonotary of Butler	155 00
Maurice Bredin, reg. and rec. do	47 50
Adam Bausman, prothonotary of Cam-	
bria	160 00
James Gilliland, prothonotary of Centre	224 79
William Pettit, reg. and rec. do	108 64
John W. Cunningham, prothonotary of	
Chester	410 80
Nimrod Strickland, register do	70 32
Robert Ralston, recorder do	464 15
Jacob Eyerly, prothonotary of Colum-	
bia	119 86
John Cooper, reg. and rec. do	113 49
Edward A. Reynolds, prothonotary of	
Crawford	202 50
John Main, prothonotary of Cumber-	
land	78 81

John Harper, late prothonotary	do	335 86
J. G. Oliver, register	do	7 76
Samuel Woodburn, late register	do	37 05
Jacob F. Miller, recorder	do	42 66
John Roberts, prothonotary of Dauphin		309 68
Samuel Pool, reg. and rec.	do	188 67
John K. Zeilin, late prothonotary of Delaware		209 21
John Hikson, prothonotary	do	338 78
Edwin J. Kelso, prothonotary, &c. Erie		511 19
Richard Beeson, prothonotary of Fayette		201 04
John Keffer, reg. and rec.	do	167 33
Paul I. Hetich, reg. and rec. of Franklin		174 60
David R. Porter, prothonotary, &c. Huntingdon		541 75
William W. Kirk, prothonotary of Juniata		83 90
Robert Barnard, reg. and rec. of Juniata		65 48
Christian Bachman, prothonotary of Lancaster		570 12
William Whiteside, register	do	83 42
Jacob Peelor, recorder	do	403 04
Adam Ritscher, prothon'y of Lebanon		137 99
John Uhler, register	do	34 44
John Shindle, recorder	do	91 66
Edwin J. Hutter, prothon'y of Lehigh		157 63
Henry Pettebone, proth'y of Luzerne		487 67
Isaac Bowman, reg. and rec.	do	206 13
Joseph Wood, proth'y of Lycoming		290 28
John Vanderbelt, reg. and rec.	do	231 83
John Keck, prothonotary of Mercer		164 35
Samuel Holstein, reg. and rec.	do	197 88
Asa Sartwell, prothon'y of McKean		237 76
Joshua Beale, reg. and rec. of Mifflin		77 75
Adam Slemmer, proth'y of Montgomery		265 30
William Powell, register	do	52 41
James Wells, recorder	do	332 14
Samuel D. Patterson, late rec.	do	63 45
William L. Sebring, proth'y of Northampton		392 37
George Hess, jr. register	do	48 02
Solomon Shaffer, reg. and rec. Northumberland		104 76
George Stoop, prothonotary of Perry		163 00
Richard Palmer, proth'y of Philadelphia		622 99
Alexander McCaaher, rec.	do	3,593 67
John Humes, register	do	277 91
John H. Brodhead, proth'y of Pike		137 00
Jacob Hammer, proth'y of Schuylkill		210 33
Samuel Huntzinger, reg. and rec.	do	200 31
Chauncey Forward, proth'y of Somerset		326 68
C. L. Ward, reg. and rec. of Susquehanna		134 32
Asa Dimock, proth'y of	do	198 13
Jonah Brewster, prothon'y of Tioga		176 54
Benjamin B. Smith, reg. and rec.	do	137 74
Joseph Stilwell, prothon'y of Union		166 36
Samuel Rausch, reg. and rec.	do	147 44
Arnold Plumer, proth'y of Venango		34 83
Walter W. Hodges, proth'y of Warren		581 26
John Grayson, register of Washington		47 53
William Hoge, recorder of	do	221 65
J. P. Olmstead, reg. and rec. of Wayne		130 50
Randall McLaughlin, proth'y of Westmoreland		325 92
Alexander Johnston, reg. and rec. of Westmoreland		244 44
John W. Hetrich, proth'y of York		338 53
Michael Doudel, register of	do	64 51
Charles Nes, recorder of	do	96 52
John Lisle, proth'y of District Court		1,386 13
William Duane, proth'y Supreme court		252 20
Leonard S. Johns, proth'y of	do	207 10

Alexander Jordon, proth'y of	do	146 00
Benjamin Parke, proth'y of	do	448 14
		<u>24,745 91</u>

No. XXIV.

Fees of the Secretary of State's Office.

Amount received from James Findlay, Secretary		<u>\$456 01</u>
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No. XXV

Old Debts and Miscellaneous.

James Lyon, and Benjamin Adams, commissioners for the sale of certain lots in the town of Beaver		61 90
William Raymond, late treasurer of Venango county, on account of lands late the property of Dickinson college		101 26
Bald Eagle and Spring creek Navigation company, for premium on the sale of \$200,000 of their stock		500 00
Robert Ramsey, for a lot of ground, late of the estate of John Nicholson deceased		263 00
Peter Aurand, late Deputy Marshall of Berks county, on account of militia fines		1,563 20
James D. Harris, for public property sold		140 90
James Black, collector for	do	52 00
Whiteman Benner	do	201 31
Samuel Headley	do	6 40
Robert Stockton, for canal fines		15 00
		<u>\$3,904 07</u>

PUBLIC SALE OF COAL LANDS.

In Schuylkill County, Penn.

December 3, 1835.

REPORTED BY C. J. WOLBERT.

Tracts.	Acres.	Perches.	Per Acre.
No. 1, containing	96	15	\$20
2, "	44		3 50
3, "	114	95	3 50
4, "	143		2 50
5, "	111	52	1 50
6, "	162	20	5 25
7, "	118	110	4 50
8, "	100	40	21 50
9, "	11	94	33
10, "	102	86	43
11, "	44	97	13
12, "	135	40	53
13, "	139	100	26
14, "	119	100	15
15, "	119	100	10 50
16, "	124	67	18
17, "	106	90	13 50
18, "	59	46	7

The sales produced rising thirty thousand dollars, or above sixteen dollars average per acre.

LAUNCH.—A fine ship of 500 tons burden was launched from Mr. Vanduson's Ship yard, Kensington, on Saturday. She is destined for the Calcutta Trade. The keel of this ship was laid on the 14th September, and she has, of course, been completed in 59 working days. She glided into her destined element in the most graceful style, though her impatience to "kiss the waters" was such that she did not wait the signal, but started of her own accord some fifteen minutes before her time.—*Herald*.

SENATE.

Lawrence L. Minor, Clerk,	19
George W. Hamersley, assistant,	21
Joseph Black, Sergeant at arms,	18
Robert Dickey, Doorkeeper,	18
Crabb and Barrett, Printers of English Journal,	19
Daniel K. Callender, do Bills,	18
Jacob Blab, do German Journal,	20

The Standing Committees of the Senate, are as follows, viz:—

Accounts.—Messrs. Hibsman, Rogers, Fore, J. I. Harper and James.

Claims.—Messrs. Strohm, Geiger, Langstone, Middlecoff and Irvine.

Judiciary.—Messrs. Penrose, Leet, Slenker, Reed and James.

Militia.—Messrs. M'Culloch, Rogers, Michler, Carpenter and Kelly.

Banks.—Messrs. Baker, Toland, Dickey, Newhard, and Langstone.

Education.—Messrs. Smith, Read, Middlecoff, Kelly and Paul.

Roads, Bridges and Inland Navigation.—Messrs. Dickey, Strohm, Miller, Darragh and Irvine.

Agriculture.—Messrs. Krebs, Fullerton, Hibsman, John Harper and M'Conky.

To Compare Bills.—Messrs. Slenker, John Harper, Smith, Darragh and Michler.

Election Districts.—Messrs. Fore, M'Culloch, Krebs, Hopkins and Penrose.

Vice and Immorality.—Messrs. Fullerton, Geiger, Kelly, Hibsman and McConky.

Corporations.—Messrs. Read, Sangston, Burden, Krebs and Toland.

Estates and Escheats.—Messrs. Leet, Hopkins, James, F. J. Harper and Darragh.

Revenue Bills.—Messrs. Toland, Rogers, Middlecoff, Baker and Miller.

Private Claims.—Messrs. Hopkins, Baker, Fore, Leet and Paul.

Library.—Messrs. Burden, Newhard and Miller.

Public Buildings.—Messrs. Newhard, Langstone, Smith, John Harper and Carpenter.

HOUSE OF REPRESENTATIVES.

Election of Officers of the House of Representatives.

Samuel Shock, Clerk,	66
John Ash, Serjeant at Arms,	49
John Shaw, Doorkeeper,	66
Thomas Fenn, Printer of English Journal,	68
Samuel Kling, do German do	57
H. K. Strong, do Bills	79

On Ways and Means.—Walker of Erie, McSherry, Lawrence, Pennypacker, Wynkoop, Krumbhaar, Kerns.

Judiciary.—Stevens, Spackman, Lawrence, Taylor, Norton, McConnel, Jones.

Pensions and Gratuities.—Gebhart, Conrad, Jackson, Weygandt, Rinehart, Clark, Garretson.

Agriculture.—Oliver, Emmert, Reigel, Hunter, Mendenhall, Kauffman, Cowan.

Education.—Lawrence, Jones, Mayer, Atkinson, Trego, M'Clure, Stinson.

Domestic Manufactures.—Harrison, Brooks, Kerns, Myer, Ulrich, Nesbitt, Hudson.

Accounts.—J. Krause, Huston (Fayette,) M'Donald, Taylor, Buckman, Mayer, Weyant.

Vice and Immorality.—Carson, Hutchinson, (Chester,) Hill, Sheetz, Kirk, Work, Bullock.

Militia System.—Kennedy, Hassen, McClelland, Bullock, Huston (Northampton,) Neal, Watts.

Election Districts.—Davies, Stout, Stoehr, Taggart, Derr, Montelius, Emmert.

Banks.—Pennypacker, J. B. Smith, Hall, Watts, Comly, Mathers, G. W. Smith.

Bridges, State and Turnpike Roads.—Dewart, Patterson, Bringham, Gilbert, Hershe, Stouffer, Weyant. Corporations.—T. S. Smith, Parker, Spackman, Thompson, Burar, Gebhart, Miller.

Local Appropriations.—J. B. Smith, McSherry, Graham, D. Krause, Jackson, Derr.

Estates and Escheats.—Bidlack, Curran, Woodward, Mathers, Schall, Mitzgar, Hottenstein.

Claims.—McSherry, T. S. Smith, Dewart, Parker, Miller, Ferguson, Hubbell.

Compare Bills, &c.—Hasson, Frew, Gamble.

Library.—Cox, D. Krause, Walker (Allegheny.)

Lands.—Ewing, Norton, Hutchison (city,) Patterson, Schall, Myer, McCarty.

Inland Navigation, &c.—Reed, Walker (city,) Oliver, Nesbitt, Gamble, Frew, Watson, Wagner, M'Clelland, Stevens, Douglass, Pennypacker, Mathers.

Taxable Inhabitants in Schuylkill County.—Through the politeness of Mr. Charles Frailey, we have received a list of the taxable inhabitants in Schuylkill county, in 1835, which shows an increase in the last seven years of two thousand and twenty-five.

	1835	1828
Pottsville	731	
Tamaqua	155	
Norwegian	840	421
Orwigsburg	180	139
Brinswig	487	376
West Penn	286	262
Manheim	471	315
Wayne	284	248
Pinegrove	350*	215
Lower Mahantango	253	225
Upper Mahantango	245	191
Barry	94	73
Union	122	93
Rush	84	72
Schuylkill	175	93
	4748	2723

There are four deaf and dumb persons in the county, viz: one in Wayne, and three in Manheim townships.

The number of taxable inhabitants in the borough of Pottsville, in 1832, was 603:

Schuylkill county has *gone ahead* rapidly within the last seven years—and judging from the number of the rising generation, there is no forming an opinion what the increase may be in the next seven years.—*Miner's Journal*.

* Not official.

Coal.—The Miners Journal of Saturday, gives the following statement of the quantity of coal shipped from the Pennsylvania mines the present year.

From the Little Schuylkill,	38,123
Mount Carbon rail-road,	111,539
West Branch rail road,	70,874
Mill Creek rail-road,	49,596
Schuylkill Valley rail-road,	36,606
Delaware and Hudson Canal,	85,632
Lehigh Coal Trade,	128,498
Total, tons	520,870

Yesterday afternoon, the Select and Common Council of the city, in joint ballot elected the following named gentlemen *Directors of the Poor Tax*:

Henry J. Williams,	Wm. H. Keating,
John Wiegand,	Henry Troth,
Frederick Fraley,	Peter Wright.

Deaf and Dumb—By the recent returns we learn that there are eight Deaf and Dumb persons in Union county, Pennsylvania.

At an annual meeting of the Stockholders of the Philadelphia Exchange Company, held in the Exchange Building, on Monday, Dec. 7, 1835, the following gentlemen were unanimously re-elected Managers of the Institution—

Joshua Lippincott,	John Siter,
William D. Lewis,	Stephen Baldwin,
Alexander Ferguson,	Joseph Ryerss,
William Yardley, jr.	Alexander Symington.
Samuel Comly,	

And the Board of Managers having organized, unanimously re-elected Joshua Lippincott, Esq. President, and John Siter, Esq. Treasurer.

Dr. J. Rhea Barton, of Philadelphia, has lately performed an operation for the remedy of an ankylosed or stiff knee joint, by which the limb previously bent to an acute angle has been reduced to a nearly straight position, and the deformity and inconvenience wholly or in a great measure removed. This is the second successful operation of the kind which has been performed by this distinguished Surgeon, both of them without the pale of ordinary surgery.

Pittsburgh, Pa. Nov. 30, 1835.

Flour.—There has been a steady and unusual rise in the price of flour throughout the last week past. On Saturday night it had attained the unprecedented price of *Seven dollars*, by the single barrel. Five years ago, flour was sold in Pittsburgh at \$3. Such is one instance of the influence which the effective operation of the Philadelphia Canal Line has upon our markets by extending the consumption of our domestic produce. Coal is also very high—it is now selling on the bank at eight cents.—*Advocate*.

PHILADELPHIA REAL ESTATE,

By C. J. WOLBERT, Nov. 30.

Frame house and lot, S. E. corner of Second and Wharton streets, Southwark, 40 feet by 80, subject to \$26 67 ground rent,	\$750 00
Brick house and lot, Locust street, west of Twelfth street, 18 feet by 60,	4,000 00
Brick house and lot, Spring Garden street, west of Ninth street, 18 feet by 141 feet 8 inches,	3,550 00
Brick house and lot, No. 169 Pine street, 18 feet by 80, subject to \$66 ground rent,	2,225 00
Brick house and lot, No. 98 Spruce street, 15 feet by 51,	2,400 00
Store houses and lots, Nos. 266 and 268 North Front street, 40 feet by 101,	5,550 00
Lot of ground and frame houses, N. W. corner of Schuylkill Sixth street and Cherry, 54 feet by 99, subject to \$168 ground rent,	700 00
Frame houses and lot, Hanover street, Kensington, 63 by 140,	2,800 00
Brick house and lot, Carpenter street, west of Eighth street, 16 feet by 102, subject to \$28 ground rent.	700 00

REAL ESTATE, WESTCHESTER.

The Sale of Real Estate in this borough, on Saturday last, late the property of Robert Matlack, deceased, was as follows:—

Green Tree Tavern, bought by Joseph M'Clellan,	\$14,200
--	----------

Adjoining lot fronting 71 feet on Gay street, 168 feet deep, sold at the rate of \$30 25,	2367 50
Same lot fronting on Chestnut street, 75 feet, sold at an average of \$14 per foot,	1050 00
Liberty Grove, containing 3 1-4 acres, at the east end of the town, sold for	4050 00
Lots on the Rail Road, sold for \$12 to 3 62 per foot.	

The land sold did not exceed 8 or 9 acres.—*Village Record*.

Mr. William Michael, of this borough, has in his garden *fourteen* heads of cabbage growing upon the same stalk. The main head is of the largest size, and the others are from the size of a goose-egg to that of a walnut, growing immediately in the junction of the lower leaves with the stalk. The heads are, all of them, perfectly formed and solid.—*Muncy Telegraph*.

Columbia, Dec. 5.

We have had very cold weather during the past week. The Canal is closed and of course all navigation on it is suspended for the present. The Susquehanna is also frozen over about five miles below us, and we have every indication that winter has commenced in earnest.

Pottsville, Dec. 5.

Close of the Navigation.—The canal is now closed by ice, and the shipments are at an end for the season. A large amount of Coal and Merchandise has been arrested on the way—the boats having been stopped by ice—the quantity of Coal, amounting to several thousand tons. The winter has set in early and with severity.—*Miner's Journal*.

DIVIDENDS.

1. United States Insurance Co. 6 pr. cent. for 6 months.
 2. Delaware Insurance Company, 5 per cent.
 3. Philadelphia do do 6 per cent.
- Philadelphia Arcade, \$1 per share.

THE REGISTER.

PHILADELPHIA, DECEMBER 12, 1835.

REGISTER OF THE WEATHER.

The weather for the last week or ten days has been severely cold. There has been skating on the Schuylkill above the dam—and there is every prospect of its continuance. Wood and coal are becoming scarce; and the price has advanced.

Nov. 30th.

The Weather.—Yesterday was a severe day, and would be so considered in mid-winter. It froze at 12 o'clock in the sun.

Dec. 3d.

The thermometer stood at 28 degrees yesterday at four o'clock, P. M.

Dec. 4th.

Yesterday morning the mercury sunk to 12, which was 8 degrees colder than last Sunday, and 20 below a freezing point.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 25.

PHILADELPHIA, DECEMBER 19, 1835.

No. 415.

EXPENDITURES.

(For Summary Statement, See Page 367.]

Payments at the Treasury, commencing on the first day of November, 1834, and ending on the thirty-first day of October, 1835.

No. I.

INTERNAL IMPROVEMENTS.

Turnpikes.

Warren and Ridgway	\$1,857 37
Lycoming and Potter	742 75
Mile-burg and Smethport	955 20
Abington and Waterford	1,222 50
	\$4,757 82

Bridges.

Towanda Bridge	5,000 00
Commissioners of Washington and Greene counties, for erecting a bridge over Ten Mile creek, per act of 9th April, 1833	1,000 00
	6,000 00

Canal and Rail Roads.

Commissioners of the Internal Improvement fund, balance of loan per act of 5th April, 1834	265,400 00
Do. temporary loan per act of 17th January, 1835	250,000 00
Do. on account of loan per act of 13th April, 1835	834,900 00
	1,350,300 00
	\$1,361,057 82

No. II.

EXPENSES OF GOVERNMENT.

Senate.

Pay and mileage of the members	14,550 40
Clerks	1,955 00
Transcribing	915 00
Sergeant at Arms and Door-keepers	1,395 00
Printing and binding	8,241 35
Contingencies	6,908 37
	33,965 12

House of Representatives.

Pay and mileage of the members	43,986 00
Clerks	1,930 00
Transcribing	1,980 00
Sergeant at Arms and Door-keepers	1,354 00
Printing and binding	10,849 44
Contingencies	14,057 77
	74,157 21

Executive Department.

Governor's salary	4,000 00
Secretary of the Commonwealth	1,600 00

Deputy Secretary	1,000 00
Clerks	3,250 00
Contingencies	2,573 60
	12,423 60

Judiciary Department.

Chief Justice's salary	2,666 64
Associate Justices' of the Supreme Court	8,000 00
Circuit expenses	5,092 00
Attorney General's salary	300 00
Presidents of courts of Common Pleas	31,988 90
Judges of District courts	9,884 47
Recorders of Mayor's courts	2,100 00
Associate Judges	16,919 21
	76,951 22

Treasury Department.

State Treasurer's salary	1,600 00
Clerks	3,400 00
Printing annual report for 1834	384 00
Contingencies	561 23
	5,945 23

Accountant Department.

Auditor General's salary	1 600 00
Clerks	3,851 57
Printing annual report for 1834	80 00
Contingencies	841 37
	6,372 94

Land Office.

Secretary of the Land office, salary	1,400 00
Clerks	3,600 00
Contingencies	651 97
	5,651 97

Surveyor General's Office.

Surveyor General's salary	1,400 00
Clerks	3,200 00
Contingencies	310 01
	4,910 01

Miscellaneous.

Jesse R. Burden, chairman of the State Library	1,496 98
James Wright, Librarian	50 00
Robert Dickey, and Isaac Hovis, for taking care of the State Capitol	60 00
Wardens of the port of Philadelphia	1,968 19
Expenses of a committee to visit the Western Penitentiary	650 00
Expenses of a joint committee to visit the Eastern Penitentiary	1,930 74
Expenses of a committee to visit the House of Refuge	523 38
John Small, for funeral expenses of William Runsha, deceased, late a member of the House of Representatives	44 81

Serving subpoenas and pay and mileage of witnesses in the case of Judge Baird	\$4,692 83	
Pay of witnesses in the case of the loan of 1853	103 20	
Welsh and Patterson, for printing the laws	2,062 50	
C. F. Muench, for folding, covering and stitching the laws	266 70	
James Trimble, for carriage of the Laws and Journals	121 40	
Samuel Spangler, for do	300 00	
John Myers, for do	380 00	
Adam Zimmerman, for do	100 00	
	<u>14,750 73</u>	
	<u>\$235,128 03</u>	

No. III.

MILITIA EXPENSES.

Samuel Power, Adjutant General, salary and expenses	598 65	
Rudolph H. Bartle, Inspector, second brigade, first division, salary	300 00	
Disbursements	1,635 80	
	<u>1,935 80</u>	
John Davis, first brigade, second division, salary	226 94	
Henry Daub, second brigade, second division, salary	294 43	
Disbursements	80 32	
	<u>374 75</u>	
Thomas Jones, first brigade, third division, salary	187 50	
Disbursements	281 94	
	<u>469 44</u>	
John Kerlin, second brigade, third division, salary	220 00	
Disbursements	319 04	
	<u>539 04</u>	
Samuel Ringwalt, first brigade, fourth division, salary	220 00	
Michael H. Spangler, first brigade, fifth division, salary	116 60	
Thomas Jameson, jr. first brigade, fifth division, salary	170 00	
Disbursements	700 00	
	<u>870 00</u>	
Samuel E. Hall, second brigade, fifth division, salary	175 00	
Disbursements	451 73	
	<u>626 73</u>	
Joel Bailey, first brigade, sixth division, salary	253 28	
Disbursements	558 59	
	<u>811 87</u>	
Jeremiah Schappel, second brigade, sixth division, salary	250 00	
Disbursements	616 12	
	<u>866 12</u>	
John H. Keller, first brigade, seventh division, salary	130 00	
Disbursements	543 75	
	<u>673 75</u>	
Jacob Hertz, second brigade, seventh division, salary	230 00	
Disbursements	350 00	
	<u>580 00</u>	
John Ludwig, first brigade, eighth division, salary	241 50	
Disbursements	271 19	
	<u>512 69</u>	

Isaac Bowman, second brigade, eighth division, salary	225 00	
Disbursements	600 00	
	<u>825 00</u>	
Robert Fleming, first brigade, ninth division, salary	160 00	
Disbursements	172 45	
	<u>332 45</u>	
John Horton, jr. second brigade, ninth division, salary	292 64	
Disbursements	423 57	
	<u>716 21</u>	
Frederick Fisher, second brigade, ninth division, salary		39 57
Henry Barnhart, first brigade, tenth division, salary	230 00	
Disbursements	150 00	
	<u>380 00</u>	
John Hasson, second brigade, tenth division, salary		202 50
Edward Armor, first brigade, eleventh division, salary		135 00
Jacob Heck, second brigade, eleventh division, salary	358 07	
Disbursements	52 90	
	<u>410 97</u>	
Samuel Davidson, first brigade, twelfth division, salary		210 00
Alexander Hanna, second brigade, twelfth division, salary		229 00
John Hitchman, first brigade, thirteenth division, salary	308 92	
Disbursements	296 87	
	<u>605 79</u>	
Joseph Eneix, second brigade, thirteenth division, salary		40 47
Lee Tate, second brigade, thirteenth division, salary	172 60	
Disbursements	550 00	
	<u>722 00</u>	
John Park, first brigade, fourteenth division, salary	200 00	
Disbursements	510 98	
	<u>710 98</u>	
Lot Lantz, second brigade, fourteenth division, salary	270 00	
Disbursements	425 61	
	<u>695 61</u>	
Andrew McFarland, first brigade, fifteenth division, salary	300 00	
Disbursements	462 03	
	<u>762 03</u>	
Joshua Marlin, second brigade, fifteenth division, salary	300 00	
Disbursements	434 09	
	<u>734 09</u>	
B. G. Goll, first brigade, sixteenth division, salary	252 12	
Disbursements	519 65	
	<u>771 77</u>	
George W. Reed, first brigade, sixteenth division, salary		47 88
Edward A. Reynolds, second brigade, sixteenth division, salary	252 50	
Disbursements	639 96	
	<u>942 46</u>	
Andrew Christy, third brigade, sixteenth division, salary	246 53	
Disbursements	688 75	
	<u>935 28</u>	
Lewis Plitt, keeper of the arsenal at Harrisburg, salary,		150 00
David Phillips, keeper of the arsenal at Meadville, salary		100 00
R. G. Mossman, for colors		150 00
Thomas Bringham, for colours, drums, fife, &c.		855 25

William Ent, for drums, &c.	27 40
George Cunkle, for repairing arms	650 35
Samuel Power, Adjutant General, for inspecting arms	50 00
Joseph Black, for repairing arsenal	8 00
	<u>\$21,862 44</u>

No. IV.

PENSIONS AND GRATUITIES.

Amount of pensions and gratuities by special acts of the Legislature, and under the power vested in the board, for the relief of officers and soldiers of the revolutionary war	<u>\$30,666 84</u>
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No. V.

EDUCATION.

Allegheny college	2,000 00
Jefferson college	2,000 00
Lafayette college	2,000 00
Washington college	1,500 00
Pennsylvania college	3,000 00
Pennsylvania Institution for instructing the Blind	11,297 00
Pennsylvania Institution for the Deaf and Dumb	7,650 69
West Chester academy	500 00
	<u>29,947 69</u>

COMMON SCHOOLS.

Adams county	1,235 71
Alleghany	3,017 35
Berks	3,007 32
Centre	1,066 50
Cumberland	1,574 70
Delaware	1,070 93
Fayette	1,732 50
Franklin	1,796 67
Huntingdon	1,476 54
Juniata	612 25
Lancaster	2,572 50
Lycoming	908 21
Mifflin	625 52
Northampton	2,176 05
Susquehanna	764 65
Union	1,111 90
Warren	271 19
Westmoreland	1,920 77
York	2,513 27
	<u>\$29,460 33</u>
	<u>59,408 02</u>

No. VI.

LOANS.

Paid Bank of Montgomery county, amount of a loan to the commonwealth, per act of 1st April, 1826	<u>\$60,000 00</u>
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No. VII.

INTEREST ON LOANS.

Holder of the five per cent	
loan of 1821	46,600 00
Ditto 1824	30,000 00
Ditto 1825	7,500 00

Bank of Montgomery county and others, on loan per act of 1st April, 1826	7,368 75
Bank of Pennsylvania, on penitentiary loan per act of 28th March, 1831	6,000 00
Union Canal Company, on loan per act of 1st March, 1833,	9,000 00
	<u>106,468 75</u>

No. VIII.

INTERNAL IMPROVEMENT FUND.

Auction duties	90,152 38
Premiums on loans	120,331 24
Canal and rail road tolls	623,209 52
Increase of county rates and levies	91,999 77
Tax on personal property	20,548 51
Collateral inheritance tax	28,762 63
Dividends on bridge and turnpike stock	25,051 42
Canal fines	15 00
Appropriation per act of 27th February, 1835, for the payment of the expenses incurred by the purchase of locomotive engines, as authorized by act of 5th April, 1834	144,900 00
	<u>1,144,970 47</u>

No. IX.

WESTERN PENITENTIARY.

John Patterson, warden	1,000 00
W. H. Denny, physician	100 00
William F. Irwin, do	300 00
George Hutchison, overseer	600 00
William Skiles, do	133 33
J. E. Crosby, do	450 00
H J Beer, do	306 57
John Chambers, do	129 58
J. B. Stevenson, do	126 30
Joseph S. Travelli, clerk	300 00
William Parker, watchman	450 00
Robert McClelland, do	98 25
Bounty to convicts per act of 23d April, 1829	220 60
Inspectors per act of 14th April, 1835	14,440 00
	<u>\$18,654 03</u>

No. X.

EASTERN PENITENTIARY.

Samuel R. Wood, Warden	1,500 00
Franklin Bache, Physician	500 00
Richard Blundin, Overseer	600 00
Curtis Clayton, do	600 00
Henry Williams, do	375 00
William Baen, do	29 10
George Dudley, do	250 00
William F. Blundin do	300 00
James Tweed, do	200 00
Robert Cain, do	300 00
William Wray, do	300 00
John Stanchiff, do	217 18
John Dougherty, do	216 15
William Smith, do	111 50

James Tweed, Watchman	175 00
William Baen, do	159 25
John Blundin, do	273 75
Thomas Cullen, do	114 25
N. Tillinghurst, Gatekeeper	75 00
John S. Holloway, clerk	500 00
Bounty to convicts, per act of 23d April, 1829	264 00
Inspectors, per act of 27th February, 1833, and 14th April, 1835, 70,000 00	
	<u>\$77,000 18</u>

No. XI.

HOUSE OF REFUGE.

Paid to the Treasurer, per act of 30th March, 1832	<u>5,000 00</u>
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No. XII.

PENNSYLVANIA CLAIMANTS.

Paid Hugh Roberts, George Roberts, Elizabeth Roberts, John S. Smith and wife, and Charles F. Roberts, for lands certified to Connecticut claimants	<u>250 23</u>
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No. XIII.

CONVEYING CONVICTS.

Charles Avery, Sheriff of	Susquehanna co.	99 72
Adam Eichelberger, York		103 33
S. L. Carpenter	Westmoreland	21 00
J. Klingensmith, late do		105 00
David Miller	Lancaster	88 75
Ennion Elliott	Franklin	301 74
John Wilt, late	Somerset	49 93
Sam'l. Cunningham	Washington	176 91
James Henderson	Huntingdon	54 83
William Field	Bucks	42 25
John L. Webb	Bradford	166 00
Isaiah Salmon	Columbia	79 47
Samuel A. Price	Delaware	70 00
James Bell	Adams	82 56
Michael Holcomb	Cumberland	67 00
Henry Reader	Northumberland	104 50
		<u>1,612 99</u>

No. XIV.

CONVEYING FUGITIVES.

John Manderfield and Willis H. Blaney	86 12
James Smith	106 37
James Bell, jr.	25 32
Samuel W. Keefer	36 15
William Fleming, Sheriff of Erie co.	11 00
Adam Eichelberger	York 228 62
Reah Frazer	75 40
Martin Manderback	121 00
	<u>689 98</u>

No. XV.

DEFENCE OF THE STATE.

Jacob Fishburn, a militia man, for bounty, per act of 19th March, 1816	<u>10 00</u>
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No. XVI.

MISCELLANEOUS.

Israel Pleasants, for compensation of witnesses and expense of taking depositions relative to the public accounts of Peter Martz, late a supervisor on the canal	136 66
John M. Forster, Esq. for professional services in the case of the commonwealth against William Stephens, and in the case of the examination of witnesses relative to the accounts of Peter Martz	85 00
Commissioners for revising the civil code, per resolutions of the 4th April, 1831, and 7th April, 1832	3,500 00
James Trimble, for expenses paid by him for publishing appropriations for school purposes	128 95
Wardens of the Port of Philadelphia, for repairing piers at Gloucester Point, per act of 10th April, 1834	2,002 12
Joseph Burke and Roberts Vaux, commissioners of the river Delaware, per resolution of 8th February, 1833	104 25
George Meason, late treasurer of Fayette county, for overpayment on his accounts	28 50
John English, late treasurer of Beaver county, for ditto	48 94
John Fobes, late treasurer of McKean county, for ditto	47 18
George Rawn, for information relative to unpatented lands in Schuylkill county	1,394 00
Hamilton Alricks, Esq. for professional services in the case of the commonwealth against John De Poi's administrators	25 00
John Y. Barclay, Esq. for professional services in the cases of the commonwealth against the Pittsburgh and New Alexandria turnpike road company, and against Benjamin Burrell and others	200 00
Randall McLaughlin, prothonotary of Westmoreland county, for costs in the same cases	113 14
John Y. Barclay, Esq. for collecting public money from the sureties of Fleming Davidson, former brigade inspector	19 18
Peter Hay & Co. for publishing list of hawkers and pedlers &c.	27 50
Abraham Darlington, jr. late treasurer of Chester county, for overpayment on his accounts	3 78
Michael D. Eberhard, late treasurer of Lehigh county for ditto	18 79
John Geyer, late treasurer of Montgomery county, for ditto	124 13
George Trippner, for compensation for a tract of donation land, per act of 11th April, 1835	200 00
George Zeigler, prothonotary of Adams county, for costs in certain suits, per act of 14th April, 1835.	56 00
Isaac Leet, Esq. for collecting public money	75 00
Matthew Elder, the amount paid on a default warrant, per act of 20th March, 1811	84 50

David Krause, Esq. for professional services in the case of the commonwealth against Christian Spayd	76 44
Henry W Smith, Esq. for professional services in the case of the commonwealth against Peter Auran, late deputy marshal	81 54
John Hays, for information relative to unpatented lands in Union county	387 00
John M. Forster, Esq. for professional services in the Supreme Court, in the case of the commonwealth against William Stephens	20 00
Bald Eagle and Spring creek navigation company, for interest under a guarantee per act of 7th April, 1835	66 70
Refunded to Amelia Mathews, daughter of James Mathews, per act of 1st April, 1835.	26 23
	<hr/> \$9,080 53

From the Commercial Herald.

WATER POWER ON CANALS.

The Potency of the Canal System of Pennsylvania, is one of deep interest to her citizens, as it not only affects the present generation, but extends to after ages, giving strong impulses to our politics, our interests, and our comforts.

Our State Canals are fortunately made through the deep ravines of the country, cut by our great rivers.—Owing to this fact, the canals create an abundance of "water power," throughout their whole extent, excepting when they run near to the head of the streams. This immense water power, is now very little or perhaps none of it, applied to any mechanical or manufacturing purposes. Knowing this fact, it has led me to consider, whether some of this immense water power, (and much of it passing round the locks, to feed the lower levels of our Canals without any further use,) cannot be made to subserve the canal, which created it.

The first idea that struck me, as strange, was, that while we have perhaps several thousand horses employed in towing boats on our canals, we have power equal to that of *millions* of horses, derived by our water fall, and washing the very sides of our canal banks.

Something is surely not right, in all this. These reflections have led me to presume, that horses could not be more necessary or proper here, than to shut down the gates to our water wheels in our mills throughout our country, and substitute horses (or the water power,) and surely a mill owner would not be called remarkably wise to do this, and be it known that it is equally as much out of character, to tow the boats on our canals by horse power; when the application of water power is equally at hand, much the more abundant, and costs nothing but the harness, to put it into gear. One horse cost say \$100, and his feed daily 50a60 cents, and lasts say 10 years. One water wheel of 15 or 20 horse power cost perhaps \$500, and its feed cost nothing, (for this power is not now in use, and is producing nothing.) I have known water wheels to go 10 years, without \$10 expense, for repairs, &c. Having the water wheel up, we can make it produce any motion we please; and if it be applied to towing boats, we can have any quantity of power, and give any velocity to the boats it tows that meets our interest, or our pleasure. It is exactly what the present predilections of the public are now demanding; to wit, comfort and high velocity in travelling;—and this is attained by ap-

plying the water power of the canals to tow all the boats in a canal, to the extent of any other way whatever. With this important addition, the packet or passage boats in the canals are perfectly safe, and free and exempt from all injurious accidents, that are the common attendants of rail roads and turnpikes.

The old idea, that the resistance of a boat passing in the water, being equal to the square of its velocity, is now entirely exploded, by four or more years daily experience on the Paisley Canal, in Scotland. There it is proven that it takes even *less* power to draw a light boat with 8 to 10 tons freight, 9 to 12 miles an hour, than 3a4 miles an hour; owing to the *fast* motion, drawing the boat more *out* of the water, instead of displacing the water, under the old theory; and that the increased motion does not make those swells in the surface, that a four mile motion makes, and consequently does not injure the canal banks.

The facts however, speak best for themselves, and these are given in a letter by Thos. Grahame, and our townsman, Gerald Ralston, the former in Hazard's Register of Pennsylvania of 2d April, 1833, and the latter Sept. 6, 1835. They state that on the Paisley Canal, the ordinary speed is 9a10 miles an hour, with a light boat, carrying 8a10 tons or 80 to 100 passengers, requiring two horses, going four mile stages, and three stages a day; that the boats run generally full; that the boats are 70 feet long, 5 feet 9 inches wide, and sink when loaded, and at rest, 18 to 19 inches.

Grahame states that he has been towed in a boat with a few passengers 15 miles an hour, and that it was easier then for the horse, than when going 6 miles an hour; that the speed was not limited by the labour of the draught, but by the speed of the horse, &c. &c.

This information proves beyond all doubt, two important facts:

1st. That the amount of power requisite for drawing boats with great speed, is not objectionable; and more especially, where we have it for nothing, and very abundantly, as on our canals.

2d. That the increased speed does not injure our canal banks.

The plan then to realize the full and best advantage of our canals, involves no new, or untried principle, and but comparatively small expense.

It is simply, to let the water as it passes round the lock, to feed the lower level, &c. "pass on a water wheel," which will drive an endless rope, or band of iron or steel, and arrange the water wheel and drums so as to give the band (at election,) a motion of 2½ to 15 miles, or more, per hour. The first motion for heavy tonnage, the last for light valuable goods, passengers, &c. I would have the band carried on rollers, something like the plan adopted on the Juniata, to pull the boats from one side of the river to the other, when the canal changes sides.

But I know that many will say that admitting we are accommodated in comfortable passage boats; and for light goods, 9 months in the year, the frost of winter makes a direful chasm in our comforts and mercantile conveniences. To this I reply—that the water power, bands, and fixtures, which tow the boats in the summer, are equally applicable to winter, when the canal is frozen. By only adding to the previous arrangement, a light rail road on the burm or tow path bank of the canal, which is always graded to suit, so as to require only a cheap superstructure, which will not exceed perhaps 2,500 to \$3,000 a mile. The cars are then towed on this road quite as conveniently as the boats; and although the cars will cost six times as much as boats, the public will cheerfully pay an increased charge in winter, rather than have a breach in their pleasures, or business.

The cost of making and fixing up the water wheel, bands and every necessary article for towing all the boats going both 2½ and 15 miles an hour, will not I presume, exceed \$1000 a mile, and allowing one fourth

of one cent a ton, a mile, for towing the boats, (in place of one cent a ton a mile, as now charged for towing the cars on the Columbia rail road) one hundred thousand tons will pay twenty-five per cent. of the first cost, which no doubt would pay the interest of the cost, and for all repairs and renewals forever, let the business be ever so much increased, so that every increased 100,000 tons will pay the state a nett gain of \$250 per year. This multiplied into the 700 miles of canal owned by the state, will produce an income of \$175,000 per year.

The swift boat need not materially interfere with the slow boat, as the swift boat goes a mile in 4 minutes, it can get to the next lock, if that is but a mile off, while the slow boat is passing the lock, or by having twin boats, so as to carry 20 to 25 tons. The main line from Philadelphia to Pittsburg, which would seem destined to carry large quantities of valuable merchandize and passengers, perhaps (this line) had better be arranged at once to go 12 to 15 miles an hour, for every class of boats, so at least to average 10 miles an hour, to include the passage of the locks, and thus uniformly make the whole passage of 400 miles in 40 hours, being less than 2 days.

As we have the choice of speed, I would recommend going as fast on the main line of our canal to Pittsburg, as they will go from Baltimore to Pittsburg on their rail road, if it is ever made.

This would then be as it should be. We should go to our western metropolis, by a passage boat as comfortably and more quietly, than to travel in the best steam-boat in our country, and thus defy a competition that would injure our great works from any quarter whatever.

J. W.

AN ADDRESS BY NICHOLAS BIDDLE, L.L. D.

Delivered before the Alumni Association of Nassau-Hall, on the day of the annual commencement of the College, September 30, 1835. By Nicholas Biddle, L.L. D.

Mr. President and Gentlemen,

Alumni of Nassau-Hall—

We have come, my friends, to revisit together the scene of our early studies. Since last we parted here, time and distance have widely separated us:—the world and the world's cares have engrossed us;—death with no sparing hand has been amongst us,—but we have at length returned, probably for the last time, to mingle our remembrances of the living and our regrets over the departed. At such an hour what can I say to you which your own hearts have not anticipated? We stand here—on this narrow strait which separates the long past from the brief futurity which awaits us—a feeble group, the wreck of so many argosies that spread their young and venturous sails on the wide ocean of life, freighted with light hearts, too early overclouded—and buoyant hopes too soon quenched beneath its waves. How often as the storms of life assailed them, would they gladly have turned for shelter to this quiet haven which they left so impatiently, as the prisoned eagle, who chafes his breast against the bars, which keep him from the green fields and the gay flowers of spring, would, as the clouds of winter gather round him, take refuge in the solitary nest which his young hopes deserted.

It is our more fortunate lot to come back at last to that seclusion;—our early years are recalled by the presence of scenes endeared by a crowd of gentle associations,—we seem to bathe our hearts in the clear and cool fountains of our boyhood, whose calm bosom has never yet been dimmed by the tears of sorrow, nor

clouded by the hand of misfortune. But in this communing, the thoughts that rise unbidden, are full of salutary sadness. How to live and how to die—to live without wrong and to die without fear, is the great lesson of our moral nature, without which all learning is fruitless and all knowledge unavailing—and if that lesson be best taught by displaying the transitory and uncertain character of all the world can give or take away; with what intensity are these convictions inspired here, where the memory alone is the great teacher and our personal experience rises to the dignity of wisdom. For myself, the most solemn impressions of my life are stamped by the scene before us. It has been my lot to be not an unmoved observer of many scenes and persons whose fate best illustrates the nothingness of human existence; but none have ever sunk upon my heart with a deeper feeling than this return to the intellectual home of our boyhood.

I do remember in my youth to have lived at Delphos, perhaps the noblest monument of the ancient world—the awful mother of wide spread religions—deemed to share with the Divinity its knowledge of the future—the mistress of human destiny, whom nations propitiated with their offerings—enriched by accumulated arts and treasures to which antiquity had no parallel. What is Delphos now? Its magnificent temples lie in ruins—the inscriptions which record its glory are defaced—its oracles are dumb; the suppliant crowd that brought up the votive offerings of nations is dispersed, and amidst the fragments of that religion which overshadowed the world, under a miserable shed, is raised the feeble chant of a christian hymn, itself half suppressed lest it might offend some barbarian soldier of Mahomet. A few fragments of marble, the shapeless relics of a wall—some prostrate columns, are all that represent the buried glories of Sparta, of Corinth, or Argos; while of Leuctra and Mantinea and Chæronea—names that for ages have stirred up heroic passions in human bosoms, just enough remains to attest their existence. These are melancholy pictures of the decay of nations.

I do remember too, to have stood by the great master-spirit of our age on the day when he was crowned Emperor. There was that day gathered round him all that could fill the ambition or gratify the heart of a human being. Conqueror in so many fields, while his glory was yet unstained, all the trophies that war can give were at his feet. He had used them nobly, for he brought peace and prosperity to his country, which now seemed in its gratitude, to bestow upon him, not merely its honors, but that fatal gift, its freedom. He was surrounded by kinsmen to whom he gave thrones—by warriors who had followed him through so many battles to this his last triumph,—by all Europe that seemed to contribute or consent, to his elevation. And then the outward magnificence—the decorations—the pomps—all shed the enchantment of the senses over that great spectacle. It seemed as if fortune had gathered all her gifts merely to scatter them—as, if in scorn of human destiny, of all this splendor, the great object should be the first victim. A few short years and I strove to reassemble this pageant. Vain! That venerable pontiff, the chief of the Catholic religion, who had come from Rome to bestow on him the crown of Charlemagne, was now despoiled of his own kingdom and imprisoned by him,—that wife, the sharer of his humbler fortunes, and this day the partner of his throne, was divorced by him, and her place filled by a stranger—his kinsmen were all dethroned and banished or executed—the soldiers who had sworn allegiance, betrayed and deserted him—and he, the loftiest and proudest of them all, twice dethroned, twice exiled, perished alone in a wretched island, six thousand miles from the scene of his dominion and his glory. That is the great moral lesson of our age.

Yet these examples of the decay of nations and the uncertain fate of those who govern them, have a weaker hold on our sympathy than those changes which affect our own personal existence. It is now thirty-four

years since the voice you now hear, sounded for the last time within these walls. Thirty-four years! nearly half the period allotted to man's most prolonged existence. A whole generation of men has passed away. The infancy of that day has ripened into manhood—the mature life of that day has sunk into decrepitude—its old age has long since gone. We come back here unremembered and unknown; new forms meet our eyes,—voices no longer familiar salute us;—we ask for those we knew and are answered by their descendants. From this living solitude, we take refuge in our recollections, and strive to people the present with the past. We recall the anniversaries which marked our own entrance into the world—our companions radiant with their own young happiness at leaping over the barrier of their seclusion, and the gay crowd that thronged to share their pleasures. There was the father, who came to witness the honours of his son, the promise only, as he fondly deemed, of the greater distinctions that awaited him,—there was the mother, who wept with an anxious joy at the triumph of that child whom she had nursed in her own bosom—there was the sister whose young heart swelled at the applause which followed her own dear playmate. The father, the mother and the sisters are all gone. We walk through these halls, and pronounce the name of our companions. It was once echoed back by some shout of youthful merriment. But no answer comes now. We look into the chambers, round every one of which some fond association dwells. The beds are there just as they were wont to be, but they who once leaped from them to greet us, lie in lowlier beds, where we shall soon join them, and from which there is but one, the final waking. These are the things that bring home to us our own absolute nothingness. They make us pause and ponder on that which in the tumult of life is too often forgotten—that which, though no human eye has seen, is worth all that human eye has ever seen, the deep, and dark, and unfathomed mystery of the human soul. They make us look inward, too, for self-examination, and if that scrutiny may suggest many things which might have been better done, or more wisely left undone, we may rejoice in being spared to repair them. But if these thoughts are mournful, they bring with them at least one consoling assurance. These changes, this decay, are only in ourselves—they have not touched our country. One generation has passed away, another has succeeded—but nature is ever the same bounteous mother. The fields are as green, the harvests as abundant—and our country, blest with a thousand advantages—blessed above all with free institutions, has outstripped even the wildest dreams our imagination had pictured for her. Our own institution has had its full share in the general advancement. We see it with increased and increasing resources—with an enlarged and distinguished body of Professors—a more numerous train of students—with all the evidences of great and growing prosperity.

But we must not sadden, with personal themes like these, the parting hour of our young friends, who are about to do as we once did,—with joyous spirits exchange their seclusion for the active duties of the world. At such a moment, the experience of those who have gone before them, may not be wholly useless—and I will venture, therefore, to address to them a few words not inappropriate now, and which may not perhaps be altogether forgotten hereafter.

You have this day finished your education—you must now begin your studies. This education will have been unavailing, if it has not taught that although much is done, much remains to be done. The taste for letters is yours, the capacity to acquire knowledge is yours—and your minds, prepared by discipline and instruction, have received the seeds of all useful learning. But the harvest they may yield depends wholly on yourselves. If these rich possessions be neglected, they will run to waste and destruction, leaving you the melancholy examples of an abortive effort at improvement. But care

and cultivation will add largely to your present acquirements, and conduct you to any honors or distinctions to which you may aspire. To this you are often exhorted by those preceptors whose own success is the best testimony of the value of their instructions—but I cannot do you a greater service than by adding my own experience to their assurance, that liberal studies will be the safest guides and the truest friends in every condition, private or public, to which you may be destined.

You come on the stage of life at a peculiar period.—For more than half a century the world has been shaken by a great struggle between new ideas and old institutions. The mass of mankind have outgrown the restraints of their infancy, and are striving to adapt their governments to their opinions, while the great problem on the part of existing authorities, is now to yield gracefully, and seem to concede what may else be extorted. Whatever may be the result, the contest itself has developed an intense, and sometimes a distempered, energy in the passions of men—and forced a wider diffusion of knowledge—a more universal education—a more alert and excited feeling among all conditions.—Such a community requires in its leaders a corresponding power of intellect. They will not submit their rights, or liberties, or complicated interests to incompetent hands—and although sometimes misled by passion, their purpose is to give power to those only who have capacity to employ it usefully and safely. From you, therefore, destined as you naturally are to be prominent in your native communities, more is expected—more will be exacted—and your only hope of distinction is, to be in advance of those whom you aspire to lead.—You must go on, or you must go down; and you can go on only by diligent perseverance in your studies, so as to withstand the heated competition around you. They are more valuable now, from their power to counteract the influence of mere physical wants, which is the tendency of our age. The wonders of mechanical improvement have so surprised the world, and so multiplied its physical pleasures, that we sometimes incline to exaggerate their value. The personal comforts which they furnish, have tended to unspiritualize the understanding, and make us prone to disparage more intellectual pursuits, which yield no such luxurious enjoyments. But so long as the heart and the imagination must influence human actions—so long as mind predominates over matter—that is, while our race endures, the nature of man—his passions, his history, and his destiny will ever be the noblest study of a human being. In every walk of life you will find their advantages.—You can engage in no pursuit where they will not ensure a superiority over less instructed competitors. In those deemed exclusively mechanical, they excite to experiment, they suggest improvements, they render labor more intelligent, and, therefore, more productive. Even the most monotonous routine of mechanical life leaves many hours to the dominion of solitary reflection, which early instruction might kindle into usefulness.—They are more necessary in our country, because labor has attached to it here two peculiarities, almost unknown elsewhere—power and leisure—political power, which education can alone render valuable—and leisure, the natural result of the general prosperity—but the most dangerous gift to an uncultivated mind.

There are some who fear that these studies may inspire a distaste for industry, and that the fields and workshops may be abandoned, because they who work can also read. But men need not hate labor because they love study—nor look above their profession, because they can look beyond it. The industry of any community may be safely trusted to the actual wants which make it necessary, and the spirit of accumulation which makes it afterward agreeable—and the only effect will be, not to make men work less, but to make that work more skillful. Pass through the other occupations of life, and cultivation maintains its ascendancy.

Men are commonly more intelligent in their affairs, generally more successful, always more respected, for habits of taste and literary cultivation. As you ascend in the scale of life, their efficacy is still more striking. In the sacred calling, among those who are equal in the essentials of Christian virtue, how much more of honor and of usefulness is the portion of that scholar whose learning enables him to trace back to its source the stream of revelation, separating from its pure waters the turbid infusion which the imperfection of human language, or the misguided zeal of fanatics may have mingled with it. In the healing art, what resources for alleviating human suffering and prolonging the existence of those we love, may be employed by him who renders every age and every climate tributary to his improvement. In the kindred profession of the law, which embraces the whole circle of human affairs, the highest honors are reserved, not for him who is content with the ordinary routine of litigation, but for the ripper scholar who seeks in every science—in all liberal arts, and throughout the whole domain of letters, whatever may adorn or dignify his noble occupation. But it is on the wider field of usefulness, for which every American should be prepared, that these studies are of the highest value. You are all destined for public life. Many of you will, I trust, be conspicuous there. I deem it right, then, earnestly to impress on you the influence of liberal studies on public duties, by explaining my own conviction that inattention to them is a prevailing defect among us—that one of the greatest dangers to our institutions arises from the want of them—and that, without them, no public man can ever acquire extended usefulness or durable fame.

In our country, too many young men rush into the arena of public life without adequate preparation.—They go abroad because their home is cheerless. They fill their minds with the vulgar excitement of what they call politics, for the want of more genial stimulants within. Unable to sustain the rivalry of more disciplined intellects, they soon retire in disgust and mortification, or what is far worse, persevere after distinctions which they can now obtain only by artifice. They accordingly take refuge in leagues and factions—they rejoice in stratagems—they glory in combinations,—weapons all these, by which mediocrity revenges itself on the uncalculating manliness of genius—and mines its way to power. Their knowledge of themselves inspires a low estimate of others. They distrust the judgment and the intelligence of the community, on whose passions alone they rely for advancement—and their only study is to watch the shifting currents of popular prejudice, and be ready at a moment's warning to follow them. For this purpose, their theory is, to have no principles and to give no opinions, never to do any thing so marked as to be inconsistent with doing the direct reverse—and never to say any thing not capable of contradictory explanations. They are thus disencumbered for the race—and as the ancient mathematician could have moved the world if he had had a place to stand on, they are sure of success if they have only room to turn. Accordingly, they worship cunning, which is only the counterfeit of wisdom, and deem themselves sagacious only because they are selfish. They believe that all generous sentiments of love of country, for which they feel no sympathy in their own breasts, are hollow pretences in others—that public life is a game in which success depends on dexterity—and that all government is a mere struggle for place. They thus disarm ambition of its only fascination, the desire of authority in order to benefit the country; since they do not seek places to obtain power, but power to obtain places. Such persons may rise to great official stations—for high offices are like the tops of the pyramids, which reptiles can reach as well as eagles. But though they may gain places, they never can gain honors—they may be politicians—they never can become statesmen. The mystery of their success lies in their adroit ma-

nagement of our own weakness—just as the credulity of his audience makes half the juggler's skill. Personally and singly, objects of indifference, our collected merits are devoutly adored when we acquire the name of "the people." Our sovereignty, our virtues, our talents, are the daily themes of eulogy: they assure us that we are the best and wisest of the human race—that their highest glory is to be the instruments of our pleasure, and that they will never act nor think nor speak but as we direct them. If we name them to executive stations, they promise to execute only what we desire—if we send them to deliberate bodies, they engage never to deliberate, but be guided solely by the light of our intuitive wisdom. Startled at first by language, which, when addressed to other sovereigns, we are accustomed to ridicule for its abject sycophancy, constant repetition makes it less incredible. By degrees, although we may not believe all the praise, we cannot doubt the praiser, till at last we become so spoiled by adulation, that truth is unwelcome. If it comes from a stranger, it must be prejudice—if from a native, scarce less than treason; and when some unhappy traveller ventures to smile at follies which we will not see or dare not acknowledge, instead of disregarding it, or being amused by it, or profiting by it, we resent it as an indignity to our sovereign perfections. This childish sensitiveness would be only ludicrous if it did not expose us to the seduction of those who flatter us only till they are able to betray us—as men praise what they mean to sell—treating us like pagan idols, caressed till we have granted away our power—and then scourged for our impotence. Their pursuit of place has alienated them from the walks of honest industry—their anxiety for the public fortunes has dissipated their own. With nothing left either in their minds or means to retreat upon; having no self-esteem, and losing that of others, when they cease to possess authority, they acquire a servile love of sunshine—a dread of being what is called unpopular, that makes them the ready instruments of any chief who promises to be the strongest. They degenerate at last into mere demagogues, wandering about the political common, without a principle or a dollar, and anxious to dispose to the highest bidder of their only remaining possession, their popularity. If successful, they grow giddy with the frequent turns by which they rose, and wither into obscurity. If they miscalculate—if they fall into that fatal error—a minority—retirement, which is synonymous with disgrace, awaits them, while their more fortunate rivals, after flourishing for a season in a gaudy and feverish notoriety, are eclipsed by some fresher demagogues, some more popular man of the people. Such is the melancholy history of many persons, victims of an abortive ambition, whom more cultivation might have rendered useful and honorable citizens.

Above this crowd, and beyond them all stands that character which I trust many of you will become—a real American statesman.

For the high and holy duty of serving his country, he begins by deep and solitary studies of its constitution and laws, and all its great interests. These studies are extended over the whole circumference of knowledge—all the depths and shoals of the human passions are sounded to acquire the mastery over them. The solid structure is then strengthened and embellished by familiarity with ancient and modern languages—with history, which supplies the treasures of old experience—with eloquence, which gives them attraction—and with the whole of that wide miscellaneous literature, which spreads over them all a perpetual freshness and variety. These acquisitions are sometimes reproached by the ignorant as being pedantry. They would be pedantic if they intruded into public affairs inappropriately, but in subordination to the settled habits of the individual, they add grace to the strength of his general character, as the foliage ornaments the fruit that ripens beneath it. They are again denounced as weakening the force of

native talent, and contrasted disparagingly with what are called rough and strong minded men. But roughness is no necessary attendant on strength; the true steel is not weakened by the highest polish—just as the scymetar of Damascus, more flexible in the hands of its master, inflicts a keener wound than the coarsest blade. So far from impairing the native strength of the mind, at every moment this knowledge is available. In the play of human interests and passions, the same causes ever influence the same results; what has been, will again be, and there is no contingency of affairs on which the history of the past may not shed its warning light on the future. The modern languages bring him into immediate contact with the living science and the gifted minds of his remote cotemporaries. All the forms of literature, which are but the varied modifications in which the human intellect develops itself, contribute to reveal to him its structure and its passions—and these endowments can be displayed in a statesman's career only by eloquence—itself a master power, attained only by cultivation, and never more requiring it than now, when its influence is endangered by its abuse. Our institutions require and create a multitude of public speakers and writers—but, without culture, their very numbers impede their excellence—as the wild richness of the soil throws out an unweeded and rank luxuriance. Accordingly, in all that we say or write about public affairs, a crude abundance is the disease of our American style. On the commonest topic of business, a speech swells into a declamation—an official statement grows to a dissertation. A discourse about any thing must contain every thing. We will take nothing for granted. We must commence at the very commencement. An ejectionment for ten acres, reproduces the whole discovery of America—a discussion about a tariff or a turnpike, summons from their remotest caves the adverse blasts of windy rhetoric—and on those great Serbonian bogs, known in political geography as constitutional questions, our ambitious fluency often begins with the general deluge, and ends with its own. It is thus that even the good sense and reason of some become wearisome, while the undisciplined fancy of others wanders into all the extravagances and the gaudy phraseology which distinguish our western orientalism.—The result is, that our public affairs are in danger of becoming wholly unintelligible—concealed rather than explained, as they often are, in long harangues which few who can escape will hear, and in massive documents which all who see will shun. For this idle waste of words—at once a political evil and a social wrong—the only remedy is study. The last degree of refinement is simplicity; the highest eloquence is the plainest; the most effective style is the pure, severe and vigorous manner, of which the great masters are the best teachers.

But the endearing charm of letters in a statesman, is the calmness and dignity which they diffuse over his whole thoughts and character. He feels that there are higher pursuits than the struggles for place. He knows that he has other enjoyments. They assist his public duties—they recruit his exhausted powers, and they fill with a calm and genuine satisfaction, those hours of repose so irksome to the mere man of politics. Above all, and what is worth all, they make him more thoroughly and perfectly independent. It is this spirit of personal independence which is the great safe-guard of our institutions. It seems to be the law of our physical and of our moral nature, that every thing should perish in its own excesses. The peculiar merit of free institutions is, that they embody and enforce the public sentiment—the abuse which has destroyed them is, that they execute prematurely, the crude opinions of masses of men without adequate reflection, and before the passions which excited them can subside. Opinions now are so easily accumulated in masses, and their action is so immediate, that unless their first impulses are resisted, they will not brook even the restraints which,

in cooler moments, they have imposed on themselves, but break over the barriers of their own laws. Their impatience is quickened by the constant adulation from the competitor for their favor, till, at last, men become unwilling to hazard offence by speaking wholesome truth. It is thus that the caprice of a single individual, some wild phantasy, perhaps, of some unworthy person, easily corrected, or, if there were need, easily subdued at first—when propagated over numerous minds, not more intelligent than the first, becomes, at length, commanding—and superior intellects are overawed by the imposing presence of a wide spread folly, as the noxious vapor of the lowest marsh, may poison, by contagion, a thousand free hills. This is our first danger. The second and far greater peril is, when these excited masses are wielded by temporary favorites, who lead them against the constitution and the laws.—For both these dangers, the only security for freedom is found in the personal independence of public men.—This independence is not a mere abundance of fortune, which makes place unnecessary—for wealth is no security for personal uprightness—but it is the independence of mind, the result of talents and education, which makes the possessor conscious that he relies on himself alone—that he seeks no station by unworthy means—will receive none with humiliation—will retain none with dishonor. They take their stand accordingly. Their true position is that where they can best defend the country equally from this inflamed populace and their unworthy leaders—on the one hand, resisting this fatal weakness—the fear of losing popular favor—and, on the other, disdaining all humiliating compliances with men in power.

Of the ancient and modern world, the best model of the union of the man of letters and the statesman was he, with whose writings your studies have made you familiar—Cicero. The most diligent researches, the most various acquirements, prepared him for the active career of public life, which he mingled with laborious studies, so as never, for a moment, to diminish the vigor of his public character. How often, and how well he served his country all history attests. When the arts and the arms of Cataline had nearly destroyed the freedom of Rome, it was this great man of letters who threw himself into the midst of that band of desperate conspirators, and by his single intrepidity and eloquence rescued the republic.

When that more noble and dangerous criminal, Caesar, broke down the public liberty, after vainly striving to resist the tide of infatuation, Cicero retired to his farm, where he composed those deep philosophical works which have been the admiration of all succeeding time. But they could not avert his heart from his country—and on that day—on that very hour when the dagger of Casca avenged the freedom of Rome, he was in the Senate, and the first words of Brutus on raising his bloody steel, were to call on Cicero—the noblest homage, this, which patriotism ever paid to letters.

Let it not diminish your admiration that Cicero was proscribed and put to death. They who live for their country must be prepared to die for it. For the same reason, hatred to those who enslaved his country, his great predecessor, Demosthenes, shared a similar fate. But both died in their country's service—and their great memories shall endure for ever, long after the loftiest structures of the proudest sovereigns. There were kings in Egypt who piled up enormous monuments with the vain hope of immortality. Their follies have survived their history. No man can tell who built the pyramids. But the names of these great martyrs of human liberty have been in all succeeding time the trumpet call to freedom. Each word which they have spoken is treasured, and has served to rally nations against their oppressors.

Trained by these studies and animated by the habitual contemplation of the examples of those who have

gone before you, as a true American statesman, you may lay your hand on your country's altar. From that hour—swerved by no sinister purpose, swayed by no selfish motive—your whole heart must be devoted to her happiness and her glory. No country could be worthier of a statesman's care. On none has nature lavished more of the materials of happiness and of greatness—as fatal if they are misdirected, as they must be glorious when rightly used. On the American statesman, then, devolves the solemn charge of sustaining its institutions against temporary excesses, either of the people or their rulers—and protecting them from their greatest foes—which will always lie in their own bosom. You can accomplish this only by persevering in your own independence—by doing your duty fearlessly to the country. If you fail to please her, do not the less serve her, for she is not the less your country. Never flatter the people—leave that to those who mean to betray them. Remember that the man who gave the most luxuriant entertainments to the Roman people, was the same who immediately after destroyed their freedom. That was Julius Cæsar. Remember that the most bloody tyrant of our age was the meanest in his courtship to the mob, and scarcely ever spoke without invoking for his atrocities what he called “the poor people.” That man was Robespierre. Never let any action of your life be influenced by the desire of obtaining popular applause at the expense of your own sincere and manly convictions. No favor from any sovereign—a single individual, or thirteen millions, can console you for the loss of your own esteem. If they are offended, trust to their returning reason to do you justice, and should that hope fail, where you cannot serve with honor, you can retire with dignity. You did not seek power—and you can readily leave it, since you are qualified for retirement, and since you carry into it the proud consolation of having done your duty.

But should you ever be called to act the stern, yet glorious part which these patriot statesmen performed, you will not fail in the requisite energy. It may be, that, not as of old, another robust barbarian from Thrace, like Maximin—not a new gladiator slave, like Spartacus—but some frontier Cataline may come up with the insolent ambition to command you and your children. More dangerous still, the people may be bartered away as other sovereigns have been, by faithless favorites, just as the very guards at Rome sold the empire at open auction to the highest bidder, Julian. The same arts which succeeded of old, may not be unavailing here—a conspiracy of profligate men, pandering to the passions of the people, may inflame them to their ruin—and the country, betrayed into the hands of its worst citizens, may be enslaved with all the appearances of freedom. Should that day come, remember never to capitulate—never to compromise—never to yield to the country's enemies. Remember that crime is not the less guilty—it is only the more dangerous by success. If you should see the cause betrayed by those who ought to defend it, be you only the more faithful. Never desert the country—never despond over its fortunes. Confront its betrayers, as madmen are made to quail beneath the stern gaze of fearless reason. They will denounce you. Disregard their outcries—it is only the scream of the vultures whom you scare from their prey. They will seek to destroy you. Rejoice that your country's enemies are yours. You can never fall more worthily than in defending her from her own degenerate children. If overborne by this tumult, and the cause seems hopeless, continue self-sustained and self-possessed. Retire to your fields, but look beyond them. Nourish your spirits with meditation on the mighty dead who have saved their country. From your own quiet elevation, watch calmly this servile route as its triumph sweeps before you. The avenging hour will at last come. It cannot be that our free nation can long endure the vulgar dominion of

ignorance and profligacy. You will live to see the laws re-established—these banditti will be scourged back to their caverns—the penitentiary will reclaim its fugitives in office, and the only remembrance which history will preserve of them, is the energy with which you resisted and defeated them.

My last words then to you, my young friends, are to pursue the studies which you have successfully begun. You may always confide in them as the ornaments of prosperity—the consolation of adverse fortune—your support in public life—your refuge in retirement—giving to the private citizen his most refined enjoyments, and to the statesman, independence and distinction.

From the Inquirer.

INAUGURATION OF GOVERNOR RITNER.

Harrisburg, Dec. 15, 1835.

The inauguration of the Governor has just taken place. The crowd was immense. Not one-fourth of the citizens assembled were enabled to get within the State House. The joint committee of both Houses, to make arrangements, were Messrs. M'Sherry, Ridlack and Penrose. The Marshals were General M'Cullough of the Senate, and Mr. Thompson of the House of Representatives. At an early hour the hall of the House of Representatives was filled with ladies, the members and ex-members of the Legislature. The two back rows of seats were filled with the members of the House, the middle row, the floor of the House, and the lobby, with the ladies, and the front row with the members of the Senate. The joint committee accompanied the Governor elect, at half past 11 o'clock, to the lodgings of the old Governor, where the procession was formed at 15 minutes before 12. The procession was headed by several companies of cavalry, the Harrisburg band, followed by the Governor and Governor elect, the Heads of Departments, Military and citizens, to the State House. On entering the House of Representatives, the Governor elect took the Speaker's chair. The Governor was seated on his left, the Speaker of the Senate on his right, and the Speaker of the House on the left of the Governor. The Heads of Departments and the Canal Commissioners were seated on the right and left of the Speaker's chair.

At 12 o'clock the oath of office was administered to the Governor elect, who took the oath with the uplifted hand, after which he read his Inaugural Address. I have sent you a copy.

After the address was read, the Governor, ex-Governor, Heads of Departments, citizens and the Senate left the Hall, when the House ordered 10,000 copies in English, and 5,000 in German, of the Address to be printed for distribution.

From the Pennsylvania Telegraph—Extra.

INAUGURAL ADDRESS OF JOSEPH RITNER.

Fellow Citizens:—

The people of the State have entrusted to me, for the ensuing three years, the performance of the duties of the Executive Department of the Government. I accept the trust, with the profoundest gratitude for the honour conferred, and the most unfeigned diffidence of my ability to fulfil its various and important duties, in such manner as to meet their just and reasonable expectations.

The office of Chief Magistrate of a large and growing community is, at all times, one of much responsibility. Most especially is it so at the present juncture in Pennsylvania. Questions of great moment many of them

novel and all intimately connected with the feelings and interests of the people demand his care and attention.

Perhaps a selfish caution would, on those subjects, indicate silence as the safest course for one just entering on the office of Chief Magistrate. But he who assumes that station is called to it, not for the purpose of consulting his own convenience or his own feelings, but the wishes and the prosperity of the whole community. It cannot be supposed that I have entered upon it, without having previously adopted certain leading principles for the regulation of my Executive conduct. To an early knowledge of them, my fellow citizens have an undoubted right.

And here, before entering upon questions of more immediate interest to us, as citizens of this state, I would desire it distinctly to be understood, that I possess a proper estimate of the importance of Pennsylvania, both as a state, and as a member of the great national family. While the rights and feelings of every part of the Union will be scrupulously respected, and its perpetuation and honor cordially promoted, I shall not consent to sacrifice her interests to propitiate power, or conciliate favour, in any quarter, however high and influential.

Among subjects of State policy there is one of most prominent interest. The great system of Internal improvement, in which we have been for years engaged, has encumbered the resources, and deranged the finances of the commonwealth; produced new, but as yet nearly untried channels for business, and springs to private enterprise; and materially affected the occupations and interests of the people. The cares and duties of those who administer the Legislative and Executive Departments of the Government, are in the same proportion increased. Sound policy, demands that operations which have thus shaken the old order of things, and that public works which have cost so much, should, as speedily as possible, be made to answer the great object for which they were originally designed—the public good. To accomplish it, the most vigorous measures and the most rigid economy are absolutely necessary, and will be enforced. Every exertion will be made to give energy and certainty to a system which as yet, has exhibited little more than a doubtful promise of utility commensurate with the sacrifices made for its accomplishment.

With the vast debt already contracted before us, prudence would forbid the undertaking of any new, separate, and independent work, until those now in operation and in progress, prove, by actual experience, to be capable of sustaining themselves, and furnish evidence that they will, in a reasonable time, extinguish their original cost, without resort to taxation.—But where further extension of the public works is necessary, to render those already made or in progress, profitable and beneficial, economy and sound policy, and a just regard for the interests of the people, would require such extension to be authorized and completed.

Next in order to the developement and care of the physical resources of the commonwealth, though of vastly higher moment in itself, is the cultivation of its mental energies. A system of common school education has been recently commenced. It will afford me sincere pleasure to co-operate with the Legislature, in the attempt to give it real usefulness, by adapting it to the wants and feelings of the people.

The permanency of a Republic depends on the virtue of its citizens. Whilst they are virtuous and intelligent, the acts of their agents will be restrained and directed to the public good, which is the only legitimate object of all government. Industry, and economy, in all the transactions and conduct of individuals, are the principal promoters of that independence of character, and of that virtue, on which, so far as mere human agen-

cy avails, depends the existence of a government, republican not solely in name, but in reality. It is therefore the imperative duty of those in authority, to protect the weak against the powerful, and to foster and encourage the laborious, the industrious, and the economical, in every class of society. To the performance of this duty I pledge the co-operation of the executive branch of the government.

The maintenance of a sound currency is one of the most difficult, but indispensable duties of those who administer the government, in a community possessing such various interest as that to which we belong. Convenience, and that consideration alone, has caused the substitution of paper money for specie. The idea that money was to be made by speculating on the inconvenience of a metallic currency; or that paper money was to be created, merely to enable a few to realize large sums by turning the act of its creation to their own account, never, for a moment, entered the minds of those who first adopted this useful and valuable expedient. Their object was the obtainment of a representative, possessing all the utility and value, without any of the inconvenience of the thing represented. In this point of view, the increase of the substitute, beyond the actual value and amount of its principal, is a fraud upon the public. The man who takes it in payment for his labor, his goods, or his land, is cheated.

My object will, therefore be, on the one hand, to confine, as far as in me lies, the amount of paper money within the bounds just stated, while on the other, public accommodation and the demands of business will be consulted.

The exercise of the appointing power is a task of much delicacy. The present constitution has entrusted it to the judgment and discretion of the Chief Magistrate. His object should be the selection of officers who will advance the comfort and prosperity of all, by a faithful, honest, and efficient discharge of their duty. While the power remains in my hands that object will be kept in view.

The supremacy of the Laws and the equal rights of the people, whether threatened or assailed by individuals, or by secret sworn associations, I shall, so far as may be compatible with the constitutional power of the Executive, endeavour to maintain, as well in compliance with the known will of the people, as from obligations of duty to the commonwealth.

In these endeavours I shall entertain no doubt of zealous co-operation by the enlightened and patriotic Legislature of the State. The people have willed the destruction of all secret societies, and that will cannot be disregarded.

In the attempt to render the power of the Laws equal and supreme over all, that certainty in their operation which is so essentially conducive to the prevention of crime should be always kept in view. In a community possessing a criminal code so proverbially mild, and a mode of trial so fair and open, as that to which we belong, the pardoning power should be rarely and with extreme caution interposed. I trust I shall be enabled, in the use of it, to listen only to the demands of public justice and the general good. No consideration arising from feelings of mere pity, or from respect of person or station, shall influence my conduct. When punishment is certain, crime decreases, and then only may the severity of the laws with safety be still further mitigated.

I enter upon the discharge of the arduous duties of the office of Governor, with the constitution which I have just sworn to support, as the guide, and the prosperity of the people of Pennsylvania as the object of my labours; relying upon the Legislature for aid in my endeavours to serve our common constituents, and upon the candour and liberality of my fellow citizens to excuse the unintentional and unavoidable errors that may occur

in my administration of the Government. That those errors may not be permanently injurious to my native state, is my sincere prayer to that Being on whom alone sure reliance can be placed, and from whom cometh that wisdom which cannot err.

Dec. 15, 1835.

JOSEPH RITNER.

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Thursday evening, Dec. 3.

SELECT COUNCIL.

Messrs. Price, Chandler, Weigand, and McCreedy, presented petitions, numerously signed, praying for the extension of the Broad street rail road down Market street to the Delaware river.

Mr. Price presented a long and able communication from the Philadelphia Board of Trade, in favor of the same object. Referred to the committee on public highways.

Mr. Chandler presented a memorial from the West Philadelphia Rail Road Company, stating that the company are desirous of a conference with a committee of Councils, respecting the extension of their Rail Road, to be completed in August next, across the Schuylkill river, on the piers of the Permanent Bridge. Referred to committee on public highways.

The President submitted a communication from the City Commissioners, enclosing a statement of the number of permits for placing building materials, granted during the last quarter, with a description of the buildings. Laid on the table.

The Clerk of Common Council, communicated the annexed resolutions, adopted by Common Council at the last meeting.

Whereas, the security and promotion of the trade of the city of Philadelphia, are objects of the first importance, and the facilities now afforded for the reception and distribution of the increasing commerce of the great internal improvement of the State, are not calculated to extend its benefits to the eastern part of the city,

Therefore Resolved, by the Select and Common Council, That it is expedient to commence the construction of a rail way forthwith, beginning at the intersection of Broad and High street, and to be continued eastward, through High street to Delaware Third street, thence southward, along Third street to Dock street, and through Dock street to the Drawbridge landing.

Resolved, That the Committee on Public Highways be instructed to report an ordinance providing for the construction of the said rail way, on the basis of a plan herewith submitted, with a double track so located in High street, east of Delaware Eighth street, as not to interfere with the accommodations now afforded by the present market houses, and that they present an estimate of the cost of said rail way.

Resolved, That the Committee on City Property be instructed to report an ordinance providing for such alterations in the present market houses as may be necessary to permit the construction of the rail way, providing the same extent of accommodations as are now afforded for markets, with an estimate of the cost of such alterations.

The resolutions being taken up for consideration, Mr. Williams moved to amend the first resolution, by striking out the words "*that it is expedient to commence*," and inserting "*that the committee on Public Highways be instructed to inquire into the expediency of commencing*," upon which motion an animated debate ensued. Messrs. Williams and Price spoke in fa-

vor of the amendment, and Messrs. Weigand and Wetherill against. The question was finally decided in the negative by ayes and nays, as follows:

Ayes—Messrs. Meredith, Price, Roach and Williams—4.

Nays—Messrs. Chandler, Lewis, McCreedy, Wetherill and Weigand—5.

Mr. Price moved to amend the third resolution, by striking out "*the Committee on City Property*," and inserting "*the Committee on Public Highways*," which after some discussion, was decided in the affirmative, by yeas and nays, as follows:

Ayes—Messrs. Chandler, Meredith, Price, Roach, and Williams—5.

Nays—Messrs. Lewis, McCreedy, Wetherill, Weigand—4.

COMMON COUNCIL.

The President read a communication from the City Commissioners, in relation to the number of buildings already built, or in progress for the present year, with the height of each, and the purpose for which they are designed.

Mr. Stacy presented a memorial from the Philadelphia Board of Trade, requesting Council to sanction the plan proposed for the extension of a rail way from Broad along High street to the river Delaware. Ordered to be printed in all the city papers.

Mr. Lancaster presented a memorial from Christopher Goode, containing a plan for paving the streets with square blocks of stone, and soliciting a contract. Referred to committee on public highways.

Messrs. Charles S. Smith, Wright, Rawle, Wm. T. Smith, Cornelius S. Smith, Earp, Thomason, Hinchman, Otis and Fraley, presented petitions in favor of the proposed Market street rail way. Laid on the table.

Mr. Otis, a petition from the West Philadelphia Rail Road Company, requesting Councils to appoint a committee of conference, to take into consideration the expediency of extending said Rail Road from the east side of the Permanent Bridge along High street to Broad. Referred to committee on public highways.

Mr. Wright presented a draft of the proceedings of a meeting of the inhabitants of Blockley township, in relation to making the Permanent Bridge toll free, with a resolution asking a conference with a committee of Councils. Referred to a joint special committee, consisting of Messrs. Wright and Otis, Common Council, and McCreedy and Chandler, Select Council.

Mr. Fraley submitted the report of the finance committee, in relation to the salaries of officers of Councils, accompanied by an ordinance, fixing the salaries of the Clerks at \$550 per annum, and that of the Messenger at \$360. Report accepted, and ordinance passed.

On motion of Mr. Wm. T. Smith, it was resolved that so much of the memorial of the Board of Trade as related to the erection of a Warehouse on the Drawbridge lot for the storing Tobacco, be referred to the Committee on City Property.

Mr. Rowland on behalf of the Committee on City Property, reported a bill for the construction of a rail way along High street to Third, thence along Third to Dock, and along Dock to the river Delaware.

The Bill having been read, Mr. Fraley moved its second reading, upon which an animated debate ensued—Messrs. Gilder, Wright, Rawle, Hinchman, Otis and Sailor objecting to its present consideration as being premature. Messrs. Fraley, Wm. T. Smith, Stacy and Earp, maintaining the affirmative. But the latter gentlemen at the same time, expressing their willingness to suffer its postponement for the present, with the express

understanding that at the next meeting of Councils, members would come prepared finally to discuss its merits.

On motion of Mr. Fraley Council adjourned to meet on Thursday evening, (the 10th instant.)

Thursday evening, Dec. 10.

SELECT COUNCIL.

Mr. Price presented a petition from persons occupying certain stalls in the Second street Market, remonstrating against a proposed change in the market laws, by which venders of country-produce, will be excluded from the market. Referred to Committee on City Property.

Mr. McCreedy presented a memorial remonstrating against the extension of the rail road down Market street to the Delaware. Referred to the Committee on Public Highways.

Mr. Lewis from the Commissioners of the Girard Estates, presented a report stating, that at a recent meeting of the stockholders of the Permanent Bridge Company, called to consider the expediency of making arrangements for carrying the West Philadelphia Rail Road across the river, on the piers of the Bridge, Mr. Richard Price was present as the representative of the stock held by the city in said Bridge Company. The stockholders, after a due consideration of the subject, deemed it inexpedient to take any measures in relation to the rail road. The original cost of the bridge, it appears, was \$300,000, and the charter of the Company extends twenty-five years from the time the Bridge was finished. The act of incorporation provides that when the profits of the Bridge exceed 15 per cent., the sums over that amount shall be appropriated to a sinking fund to redeem the original expenditure, so that the Bridge may become a free Bridge. The amount of the sinking fund is, at this time, about \$11,000. The report states that while it is manifestly the interest of the stockholders that the Bridge should remain in its present situation, it is no less manifestly the interest of our citizens that it should be made a free Bridge, and be so altered as to accommodate the passage of the rail road, and many cogent arguments are produced in favor of this view of the subject.

The report was ordered to be printed.

Mr. Price offered a resolution instructing the committee of Finance to inquire into the present mode of renting stalls in the market houses, and whether the city rental would not be increased by disposing of the same at public auction.

[Select Council concurred in the resolutions of the Common Council, respecting the Philadelphia Museum, but subsequently, on motion of Messrs. Dunlap and Roach, the concurrence was re-considered, and the resolutions were laid on the table.]

COMMON COUNCIL.

Mr. Ch. S. Smith presented a petition from the Washington Fire Company, praying Councils to allow them a portion of the lots at the corner of 10th and Lombard street, for their apparatus, &c. Referred to Committee on City Property.

Mr. Sailor presented the abstract of the proceedings of a meeting in North Mulberry Ward, opposed to the construction of a Rail Road along Market street, and requesting their representatives in Council, Messrs. Sailor and Fraley, to oppose the measures. Laid on the table.

Mr. Wright presented a petition in favor of the proposed Rail way. Laid on the table.

Mr. Rowland, on behalf of the Committee on Public Highways, submitted a report accompanied with an Ordinance for the construction of a Rail Road upon High street, to connect with the Columbia Rail Road

at Broad street, and Delaware Avenue by double tracks from Broad to Delaware Eighth street, thence by single tracks on each side of the Market Houses to Delaware Third street, thence along Third to Dock and Delaware Avenue. Laid upon the table.

On motion of Mr. Fraley, Common Council resolved itself into a committee of the whole, for the consideration of the Bill. Mr. Gilder was appointed chairman, and an animated debate ensued. Messrs. Rowland, Earp, Troth, C. S. Smith, Wm. T. Smith, Fraley, Hinckman, Rawle, Wright, and Sailor, taking part therein. Several amendments were introduced into the bill, but in no wise destroying its original features, and having passed through its second reading, the committee rose and reported, whereupon the ordinance was formally taken up by Council, and carried through its several stages. The question of its final adoption was taken, when the vote stood as follows:

Yeas—Messrs. Canby, Earp, Fraley, Hinckman, Lancaster, Marshall, Otis, Rawle, Wm. T. Smith, Ch. S. Smith, Corn. S. Smith, Stacey, Troth, Wright—14.

Nays—Messrs. Gilder, Rowland, Sailor, Warner.

Messrs. Thomason and Darrah, absent.

From the Philadelphia Gazette, of Nov. 27.

PHILADELPHIA A CENTURY AGO.

In the Mercury published in this city, on the 27th of November, 1735, *precisely one hundred years ago this day*, there is a price current, which we shall copy for the benefit of our readers, having reduced the Provincial currency into dollars and cents. It is as follows:

Flour	\$1 40	per hundred.
White biscuit	2 40	do
Middling do	1 73	do
Brown do	1 47	do
Ship do	1 60	do
Muscovado sugars	4 27	do
Ginger	4 27	do
Powder	26 67	do
Tobacco	1 87	do
Turpentine	80	do
Loaf Sugar	22	cents per lb. (wholesale.)
Cotton	13	cents per lb.
Alspice	20	do
Indigo	1 33	do
Rum	29	cents per gallon.
Molasses	20	do
Pork	4 67	per barrel.
Beef	4 00	do
Pitch	1 87	do
Tar	1 07	do
Wheat	49	cts. per bushels.
Indian Corn	20	do
Flaxseed	53	do
Fine salt	22	do
Coarse do	20	do
Pipe staves	14 00	pr. M.
Hogshead do	5 33	to 6 67.
Barrel do	4 67	to 5 33.
Madeira wine	58 67	per pipe.

Amongst the advertisements in the same paper, which are nineteen in number, there are two for stray horses; four for runaway *white men servants*, from the ages of 20 to 26 years, four for vessels bound to foreign ports, one for a fugitive wife, one for a negro woman offered for sale, five for merchandize, and two for stationery. Three of the runaways wore *osnabrig* shirts, they all wore breeches, and two of them wore *wigs*. Indeed if people were to appear in our streets with the dresses that are there described as common no doubt in those days, they would excite a smile wherever they were seen.

From the Bucks County Intelligencer.

RAIL ROAD MEETING.

At a meeting of the citizens of this Commonwealth, friendly to a Rail Road from the City of Philadelphia to intersect the Delaware River at Taylorsville, held pursuant to public notice, at the house of Robert Thornton, in said village, on the 7th inst. Dr. Thomas L. Allen was called to the Chair, and Robert S. Trego, appointed Secretary.

After some remarks in relation to the object of the meeting, on motion of M. K. Taylor, the following committee was appointed to prepare resolutions for the consideration of the meeting, viz: Mahlon K. Taylor, Edward Yardley, Esq., Joseph Jenks, Col. Simpson Tobert, and John Beatty, who reported the following preamble and resolutions, which were adopted:

Whereas, the introduction of Rail Roads, through districts which are fertile and thickly populated, thereby adding to the facilities of the transportation of the products of the country, as well as passengers, is a subject which at this day claims the attention of almost every portion of the country where it is believed their construction is practicable, and especially where their termination is at a point that will be likely to concentrate lateral roads connected with other important improvements—

Therefore Resolved, That the construction of a Rail Road from the City or adjoining districts of Philadelphia, to the Delaware river at Taylorsville, in Bucks county, by the nearest and most practicable route, would add to the facilities of intercourse between that city and the districts through which it would pass; and taken in connection with Rail Roads that are about being made and in contemplation, will make it one of the most important public improvements in the Commonwealth.

Resolved, That the Chairman appoint a committee to prepare petitions to the Legislature for an act of incorporation to construct a Rail road in conformity with the foregoing resolution—whereupon, Mahlon K. Taylor, Chapman Buckman, and Aaron Tomlinson, were appointed said committee; and also to appoint a committee to circulate the same—when the following were appointed said committee: H. C. Corbit, Thomas Hart, E. Vansycle, of the city, Thomas Reading, Franklin Vansant, Dr. Edward Swift, John Trump, Jas. Thornton, of the county of Philadelphia, and Jonathan Wynkoop, Aaron Feaster, Joseph Archambault, Thomas H. Buckman, Augustin Mitchell, Charles W. Biles, Joseph Johnson, Samuel Buckman, Jr., and Bernard Taylor, of Bucks county.

On motion of Edward Yardley, Esq.,

Resolved, That the chairman appoint a committee to draft a Bill for the proposed road; and the following appointment was made—Jos. P. Norris, Esq., Franklin Comly, Esq., Edward Yardley, Esq., Mahlon K. Taylor, and Aaron Tomlinson.

Resolved, That the chairman be authorized to call an adjourned meeting whenever he may deem it necessary.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and published in the papers of the County, and that Editors in the City of Philadelphia be also requested to notice them.

THOS. L. ALLEN, Chairman.

ROBERT S. TREGO, Secretary.

THE SEASON.

West Chester, Nov. 20th, 1835.

Mr. Editor:—The thermometer stands at 65° Fahrenheit. The clouds that hung so heavily over us this morning have been swept away by a gentle breeze from the West. The sun has again appeared to give his parting embrace to the decaying beauties of nature,

and the industrious bee is abroad kissing the last drop of nectar from the dripping flower.

As an evidence of the mildness of the season, I give you the names of several plants which I found this afternoon in full bloom.

Rapaleanus Latiuus;—Radish. Sinapis Nigra;—Mustard. Souchus Oleraceus;—common sow thistle. Thlaspi Bursa pastones,—Shepherd purse. Eysrjum officinale;—Hedge Mustard. Maloa Rotunde folia. Running Mallows. Leontodon Taraxacum;—Dandelion. Lamium Amplexicaule;—Dead nettle. Lanicera Capufolium;—Honey suckle. Pastenaca Sativa;—Parsnip. Stellaria Media;—Common Chickweed. Egeron Canadeniss;—Butter weed. Chenopodium Album;—Lambs quarters. Tanacetum Pulgare;—Tansey. Trifolium Prateuse;—Red clover.—*Village Record.*

From the Western Argus.

Beaver, Pa., Dec. 9.

Lamentable Occurrence.—It is our painful duty to announce this week the death of David Townsend, of East Brighton, under circumstances lamentable and distressing in the extreme. Mr. T. for many years has been subject to a nervous affliction, and has been in the habit of using a bitter to moderate its effects upon his system; and on Thursday morning last, by accident got hold of a bottle of *verriol*, and took a dose of it before he discovered his mistake. Medical aid was called in, but all in vain—he lingered until Monday morning, and expired in great agony. Mr. Townsend was about seventy years of age, was among the earliest settlers of this county,—made the first improvement of the Falls of Beaver, and was universally esteemed and respected by his acquaintances.

TAXABLE INHABITANTS OF ARMSRONG CO.

	1821.	1828.	1835.	Increase since '28.
Kittanning bor'h	88	123	148	25
Kittanning tow'p	168	281	412	141
Redbank†	384	293	478	185
Allegheny*	277	602	345	—
Buffalo*	320	429	274	—
Toby†	249	263	401	138
Sugar creek*	304	344	312	—
Plumb creek	190	262	321	59
Wayne	108	153	311	158
Clarion		340	560	220
Perry		157	219	62
Kiskiminetas			365	—
Franklin			289	—
Freeport borough			118	—
	2088	3247	4553	—

* Divided since 1828. † Div. between '21 and '28.

Increase between '21 and '28 1159
" '28 and '35 1306

Deaf and Dumb, 10 males, 19 females.

The present population of the county is about 23,500.

Present ratio of the Senate 7,700, and of the House of Representatives, 2,544. Should the increase throughout the state be 20 per cent., the next representative number will be 3,050, which would leave a surplus in this county of 1,503; Jefferson county gave at the late election for Governor 618 votes, and has probably at least a thousand taxables; but, if this estimate should be correct, Armstrong and Jefferson would still fall short of the requisite number for two members by upwards of 500. But Indiana will have a surplus, so that by throwing the three counties into one district, they would be entitled to three members of the House of Representatives and one Senator.—*Kittanning Gazette.*

A Caution.—We take the following paragraph from the last Wheeling Gazette:

"The New York canals closed last week, and the Pennsylvania probably the beginning of this. From this time till the middle of April next, all the canals in our country must be closed, while every rail-road will be in full operation. Were the rail-road from Cumberland to the Ohio River now completed, the amount of freight upon it would be incredible."

We extract the above, to take this opportunity for correcting our neighbour, and assuring him that he must be more cautious, if he wishes to preserve his character for truth.

Last spring the canal was open on the 16th of March, and might have been open on the 1st, had not important additions to the aqueduct delayed the admission of water.—The tonnage received and shipped from here in March exceeded six million pounds.—In the winter of 1834, four tolls were taken every month.

We confidently expect that more than one hundred thousand dollars of tolls will be taken on our canals before the 15th of next April.

THE NAVIGATION.

The Pittsburg Manufacturer of Saturday says,—“The cold weather of the early part of the week, closed the western division of the canal with ice, and we suppose it will not be re-opened until March next. Navigation still continues on the Ohio for steamers. The Monongahela river above the bridge is partially closed, so as to prevent the running of boats on it.”

The same paper contains the following paragraph,—“We learn that a great deal of freight is detained on the Canal, by its closing with ice. A prospect now exists from the rain and moistness of to-day (Friday) that it will be fit for navigation shortly. A great deal of floating ice is also impeding the river navigation.”

FIRST SNOW.

We were visited on the night of the 21st inst. with a fall of Snow, sufficient to cover the ground and stop the descent of the coal wagons from the mines until it was brushed from the rails. A few sleighs with their accompaniments of Bells, &c. were brought into requisition, but their display in our streets was very transient. The mountains and roads are yet covered with snow but it is not deep enough to make either sleighing or sledging.

AN ANTIQUE.

Samuel Urian, of Darby township, has in his possession a dinner plate, bearing date 1716, on the back of which is the following inscription: “God save King George.” Mr. Urian informs us that it has been in the family of which he is a member, for the last sixty years, and that during the Revolutionary war, a number of British officers dined at the house of his father, on which occasion it happened to be on the table, when the eye of one of the officers caught the title; he read it to his companions, all of whom indulged in much merriment at the expense of their worthy host.

It is rare indeed, that such relics of antiquity remain in the hands of private families.

AN EXAMPLE.

The Bloomsburg, (Pa.) Register of a late date says,—“It is a fact worthy of being recorded, that, at our present Court of Quarter Sessions, which commenced yesterday, the Grand Jury was discharged before noon in the first day of the Court: the Prosecuting Attorney having no business to lay before them.

NORTHERN LIBERTIES.

At a meeting of the Commissioners of the incorporated district of the Northern Liberties, held at their hall, on Tuesday evening, December the 1st, the following named persons were duly elected officers under said corporation for the ensuing year, viz.:

Clerk of the Board, Robert T. Conrad.
Treasurer, Jacob F. Hoeckley.
Solicitor, Charles Naylor.
Superintendent of highways, William L. Barbour.
Superintendent of police, George Ellmore.
Captain of nightly watch, Jacob G. Baker.
Lieutenant of ditto, Peter Lewis.
Clerk of the market, Abraham Beidelman.
Vaccine physicans, Dr. Knorr, Dr. C. B. Pearce.
Collector of vaccine cases, William Adams.
Collector of water rents and superintendent of Watering Committee, John Viall.
Door-keeper, John Abel.

At a meeting of the Commissioners of said district, on Tuesday evening last, the two following named gentlemen were duly elected Directors of the Poor Tax for ensuing year, viz: Charles J. Sutter and Samuel Kuen.
December 10, 1835.

The following gentlemen have been elected Directors of the Poor Tax for 1836, by the Commissioners of Southwark:

D. FRANCIS CONDIE, and
JOHN FLOYD, Jr.

NORRISTOWN AND VALLEY RAIL ROAD COMPANY.

At an election held on the 14th inst. for officers of this Company, the following gentlemen were duly elected, viz:

Peter Wager, John Miles,
Thomas Weaver, B. S. Bonsall,
Abraham Okie, Jonathan K. Hassinger,
J. B. Sterigere, Jacob Heyberger.

And at a meeting of the managers, held the same day, Peter Wager was duly elected President of the said Company.

Coal Land.—The 1800 acre tract, situated on the Broad Mountain, sold at Auction, in parcels, in Philadelphia, on Thursday the 3d inst. for a sum rising thirty thousand dollars, or an average price of a little above \$16 per acre.

COAL TRADE.

The following is the quantity of Coal shipped from the different regions in 1834 and 1835.

	1834.	1835.
Schuylkill region	190,121	297,563
Little Schuylkill do	34,121	38,123
Lehigh do	106,224	131,250
Lackawana do	47,000	90,000
	377,486	556,936
		377,486
Increase in the supply		179,450

To the above must be added about 45,000 tons remaining in the market unsold on the opening of the Navigation in the spring, which will make the supply of Coal for consumption the present year, 600,000 tons. Notwithstanding the great increase in the supply, the price of Coal has already advanced in New York to \$10, and in Philadelphia to \$7 and \$8 per ton—and

many are apprehensive that the supply will not be equal to the demand.

The consumption of Coal, as near as can be ascertained was

	Tons.	Annual Increase.
In 1831	177,000	
1832	329,000	152,000
1833	413,000	84,000
1834	456,000	41,000

The increase in the consumption the present year, it is believed, will be about 150,000 tons.

Coal Trade of Pinegrove, Schuylkill County.

We understand that upwards of twelve thousand tons of Coal have been shipped from Pinegrove, this season, principally by two or three individuals. As soon as the canal to tide is completed, the shipment of Coal from the Swatara Region will be greatly increased.

SPLENDID ORGAN.

An organ is now putting up in Grace Church, in this city, which, for dimensions, number of pipes, &c. &c. is scarcely equalled, we believe, in this country. It has 1738 pipes, the largest of which is 17 feet in length, and 19½ by 17 inches square. The swell is six feet in height by five feet square, and contains 462 pipes. There are 29 stops; namely, 11 in the great Organ, 9 in the small, 7 in the choir, and 2 in the pedals. There are three rows of keys, each of which plays a separate Organ, and there is one row of keys which plays three Organs at the same time by means of a couple.

The frame work of the Organ is of the Corinthian Order, extremely chaste, and has a fine appearance from the chancel of the Church.

The whole is the production of Mr. Erben, organ builder of New York. To give some idea of the size of this Organ, we may state, that what has now been raised, weighs 15,000 pounds, though none of the metal pipes have yet come. The bellows alone weighs 11 cwt. — *Herald*.

Pidgeons.—The Harrisburg Chronicle says—Large flocks of wild pidgeons were observed passing from the north to the south on the 29th and 30th of November. It is a very unusual thing to find these birds so far from the rice fields of the south so late in the season.

Towanda, Bradford Co, Penn. Nov. 28.

A new and elegantly finished Canal Packet Boat, built at Geneva, New York, arrived at this place, via the Chemung canal and Susquehanna river, on Thursday last. It was built, we understand, for a company of gentlemen on the Pennsylvania canal and is now on its passage to its place of destination. The sight of a packet boat on our river is alike novel and interesting to many of our citizens. We hope and believe, however, the day is not far distant, when by a completion of the North Branch canal, the Pennsylvania improvements will be connected with those of New York, and the arrival and departure of canal boats cease to be reckoned novel or rare occurrences. — *Banner*.

THE WEATHER.

The ice in the Schuylkill gave way on Saturday, and the outward bound fleet proceeded down the river.

December 17.

Yesterday morning, the mercury was only eight above 0 or zero, which was four degrees colder than on any

previous morning this season. If we remember right, the weather of December, 1831, was very much as this month has been thus far; (except there was then snow) after which, the weather became mild, and continued so through the winter, and our ice dealers were obliged to send to the north, in the spring for ice, to supply their customers through the summer. — *United States Gazette*.

The Delaware was so much obstructed by ice that it was deemed too dangerous to take the mail across.

Reading, Pa. Dec. 5, 1835.

Weather.—On Sunday last, winter seemed to have commenced in earnest, and since that time the weather has continued severely cold, almost with out intermission. The Schuylkill at this place is frozen over, and the canal closed with thick ice. The cold weather came so suddenly as to freeze up a large number of boats on the canals. On the Schuylkill Canal, we are informed that at least three hundred boats are detained by the ice. This is a serious evil, involving great pecuniary loss, as well as excessive inconvenience to those engaged in the trade. A great amount of toll also must be lost to the Company, in consequence of the closing of their navigation before the business has ceased. An experienced and intelligent miller suggested to us a day or two ago an expedient, by which much of the inconvenience and loss in these cases might be avoided. It is the application of the ice boat by the Company, for the purpose of breaking the ice and restoring temporary navigation. It is thought practicable by the use of scows which would rise at the bows above the level of the ice, to break it so fine that it would impede the navigation but little, and enable all those who have the misfortune to be frozen up in the canal, to make their way to the end of their journey. The subject we think is at least worthy of the attention of those concerned. — *Schuylkill Journal*.

Appointments by the Governor.

David S. Hassinger, to be an Alderman of the City of Philadelphia, in the place of Michael W. Ash, Esq. resigned.

Benjamin Tanner Bioren, to be a Notary Public in and for the commonwealth of Pennsylvania, to reside in the city of Philadelphia, in the place of Clement C. Biddle, Esq. resigned.

James P. Bewley, to be Clerk of the Mayor's Court, of the city of Philadelphia, in the place of John R. Vogdes, Esq. resigned.

John Oakford, to be a Justice of the Peace for the county of Philadelphia, and a Notary Public in and for the Commonwealth of Pennsylvania, to reside in the District of Southwark, in the place of Richard Renshaw, deceased.

John Snyder, to be a Justice of the Peace for Wayne township, in Schuylkill county.

Died in Northumberland, on Saturday last, the Hon. Seth Chapman, late President Judge of this district.

Printed every Saturday morning by WILLIAM F. GEDDES, No. 9 Library street.

The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade West Avenue, up stairs.

HAZARD'S REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

VOL. XVI.--NO. 26.

PHILADELPHIA, DECEMBER 26, 1835.

No. 416.

DANVILLE AND POTTSVILLE RAIL ROAD.

Opening of the Western Division of the Danville and Pottsville Rail Road.

The celebration of this event took place on the 26th November, in pursuance of notice and invitation from the Chief Assistant Engineer, G. M. Totten, Esq.

The two elegant and commodious passenger-cars lately built at Pottsville,—large enough to convey, inside and outside, about thirty persons, each, having been placed on the road, upon the bank of the Susquehanna, the ringing of bells, at 12 o'clock, and the joyful cheers of the travelling party and spectators, announced their departure for the engineer's quarters, at the Eastern end of this completed division. Two of Mr. Weaver's, Mail-coach horses drew each car, if drawing it can be called, when drawing there is none.

Passing over an excellent line of Railway, which excited admiration from every one,—up the valley of the old indian *Shamokin*, which it crossed four times in its meanders, upon neat and substantial well roofed bridges, the cars arrived at two o'clock at their destination, having made several calls upon the way. It was observed that, lofty as the cars were, these bridges did not, like some other roads, say to the upright traveller on the top, "upon thy belly shalt thou go."

Nearly the whole of this division of the road is laid through a series of farms, where level meadows and plentiful orchards,—the undulating hills on either hand, often cultivated to the summit, and the tall timber of the valley, through which, at intervals, gleams the silver faced *Shamokin*, winding its way to the *Susquehanna*, form altogether, such scenery as is rarely equalled.

That this avenue between the *Susquehanna* and the *Schuylkill*, will be *profitable*, as well as *pleasant*, appears to be free from doubt in the minds of those who have bestowed sufficient attention on the subject. The *Girard* coal field, now the estate of Philadelphia, and the *Shamokin* field also, abound with anthracite coal of the best quality. The former, with the timber of the *Mahanoy* valley, is now transported by the eastern part of this Rail Road to the *Schuylkill*; and five or six hundred tons per day can be passed over the planes; while the contents of the *Shamokin* mines will be sent westward, to the canal basin at *Sunbury*. The cars returning from *Sunbury*, which otherwise would be empty, will convey, eastward, the produce brought down the two branches of the *Susquehanna*, and those returning from the *Schuylkill*, will convey westward, merchandise from Philadelphia through the centre of Pennsylvania, and to the centre of the State of New York. Thus a rapid and reciprocal trade, of the most advantageous nature, will be prosecuted, by a route, seventy miles nearer than by the Union Canal, and travellers and mails will arrive at *Sunbury* from Philadelphia in ten hours; or a third of the time, now required by the way of *Columbia*; and thirty hours will carry them, by this route, from Philadelphia to *Buffalo*. In the whole distance only one mountain will be passed over, and that is already surmounted.

As New-York is constructing a Rail-road to *Buffalo*, to counteract our earlier spring navigation, let us by our rail-roads from Philadelphia to Pottsville, *Sunbury*,

Williamsport and *Elmira*, intersect her rail-road in the centre, 100 miles nearer to Philadelphia than to New York—and tap her canal through the *Seneca* and *Cayuga* lakes, and we shall still maintain our advantages.

But it is time to return to the celebration: the cars were met by other citizens at the eastern end of this completed division, where a dinner was prepared, in such profusion and excellence as showed that various modes of *internal improvement* were perfectly understood. It brought again fresh to the mind, the justness of old Doctor C's remark: "depend upon it, gentlemen, the science of good eating is no mean science."

The oldest citizen of *Sunbury*, and oldest member of the Bar attending, *Daniel Levy*, Esq. was appointed President of the festivity; *Lewis Dewart* and *Charles Donnell*, Esquires, Vice-Presidents; *Peter Lozarus* and *Daniel Brautigam*, Esquires, Secretaries; and *Hugh Bellas*, Esq. was requested to deliver an address.

Among the toasts given, the following are recollected.

By the President—The memory of *Girard* and *Montgomery*, the founders of our rail-road. (Drank standing.)

By Vice President *Dewart*; The President and Managers of the Rail-road, faithful to their trust—persevering in a good cause.

By Mr. *Bellas*; *Moncure Robinson*, Esq. our Chief Engineer, whose science has triumphed over the mountain—whose labors insure success—whose estimates never fail.

By Vice President *Donnell*; The Corps of Engineers in charge of the *Danville* and *Pottsville* Rail-road; the skill which they have displayed in the execution of this work, proves them to be masters of the science they profess; while their courteous demeanor has endeared them to their associates.

By P. *Lazarus*, Esq. Our absent friend, *Wm. S. Campbell*, lately Principal Assistant Engineer of our Rail-road.

By D. *Brautigam*, Esq. Our present friend, *G. M. Totten*, Esq. the worthy successor of Mr. *Campbell*.

By G. M. *Totten*, Principal Assistant Engineer; The citizens of *Sunbury*, distinguished for their hospitality and courtesy to strangers.

By a Guest; Our friends from the West of the *Susquehanna*, who attend and rejoice with us in the success of this improvement.

By H. B. *Masser*, Esq. The Sub-Assistant Engineers; whose capacity, attention and fidelity, have so much contributed to the success we celebrate. "Friends go up higher."

By Charles G. *Hegins*, Esq. Local improvements, like the separate cultivation of our intellectual faculties, while they benefit and enrich the part, increase the resources and strength of the whole.

Sent by Col. J. *Faxton*; Our rail-roads and Canals, the pride of our state; the people look with confidence to their completion, guided by the hand of judicious economy.

By Peter *Weimer*, Esq. (After the address.) *Hugh Bellas*, Esq.—The view which he has just afforded us, of the present work, shows how intimately he has been connected with its origin, progress and completion.

By the Company; Mr. and Mrs. Day, our host and hostess; may all their days be days of peace, and all their nights be nights of repose.

Sketch of the address of Mr. Bellas.

He stated, that he felt it much more agreeable to rejoice with the friends of the rail-road, in the success of their labours, than to detail the history and progress of the work, or to offer considerations upon its character and prospects; but, called upon so respectfully, he would submit such observations as occurred, appropriate to the occasion.

The origin and honor of the project, of connecting the rivers Susquehanna and Schuylkill by rail-way, were due, it was believed, to Gen. Daniel Montgomery, in whose lamented death, the community in general, as well as the friends of this road, sustained a great deprivation. In his knowledge of mankind, and of the affairs and interests of man, few equalled Daniel Montgomery.

The enterprise was first sanctioned by an act of the Legislature, in April, 1826, authorising the incorporation of a company to make a rail-road from Danville merely to Pottsville. Under this act nothing was done. In April, 1828, another act of Assembly authorised, and required the company to make a line of the road to Sunbury; thus embracing the commerce of both branches of the Susquehanna, immediately below their confluence.

During the summer of 1828, General Montgomery, then a Canal Commissioner, obtained the services of Moncure Robinson, Esq. in running various experimental lines, and exploring the woods and waters, between Danville and Sunbury, and Pottsville, to ascertain whether it were practicable to connect the rivers by a rail-road. This resulted in a report from Mr. Robinson, that the route was practicable; and he submitted to the company an estimate of the expense. General Montgomery's penetration and remarkable knowledge of men, induced him, very soon, to fix his attention, and rest his full confidence on Mr. Robinson, as an Engineer of uncommon capacity and acquirements. He had then just returned from an absence of some years in Europe, fully possessed of all knowledge afforded by the rail-roads of Great Britain, and their latest improvements.

Together they traversed the woods and climbed the hills, and searched the vallies, for favorable routes. With great labor and exposure, but with greater ardor and resolution, they persevered until fully satisfied that a superior road to that completed, ought to be constructed, and that a location could be made saving a rise and fall of 354 feet from the first proposed route, in passing the Broad Mountain, besides shortening the road, and dispensing with three inclined planes. These important facts were stated in Mr. Robinson's report in Oct. 1831, with an estimate of the cost at \$675,000. This was predicated upon grading the road from Sunbury to Pottsville for a double track; with a single track, and the necessary turn outs laid down, until increasing business should render the second track necessary. It included the tunnel of 800 feet, the planes and stationary power, and a superstructure sufficient to sustain transportation by a locomotive engine. This report was adopted and sanctioned by the company, and this system has been pursued from that time until the present. The successful progress of the work, and its complete triumph over its chief difficulties, fully bear out the statements and calculations. Even the formation of the road over the Broad Mountain, with the tunnel and planes, was completed at seven per cent. less than the estimate.

But the great loss sustained in the falling of the two main pillars of the structure, Girard and Montgomery, chilled the ardent hopes of our friends; and but for this double and appalling loss, the whole road would

probably have been already finished, notwithstanding the desolation which swept the mining region of Schuylkill, and the depreciation of coal lands, through twenty miles of which this rail-road passes. It is well known that the sudden illness and death of Mr. Girard prevented his appropriating three hundred thousand dollars to the completion of the work, beside his original subscription of two hundred thousand. That sum was given to the commonwealth by his will, and she has not been regardless of the road, nor of her own canal, since she has guaranteed five per cent interest, for twenty-seven years, upon stock to that amount. This judicious aid to a communication, which will, in a short time, pour millions of coal tonnage into the Pennsylvania Canal, has been the means of completing the firm and beautiful road, travelled over this morning, and the opening of which is now so justly the subject of rejoicing.

In the summer of 1832, the formation of the Eastern division of the road was commenced in conformity to the desire of Mr. Girard, and to the decision of a general meeting of the stockholders; and more than half was done before the close of that year. In his anxiety to prosecute the work vigorously, he ordered, at once, from England, the iron to plate the rails for the whole road. More fully to enjoy its advantages, he effected arrangements and compromises with those who held conflicting claims to his large estates in the Mahanoy coal field. There the town of Girardsville was laid out, and Saw-mills and other improvements were commenced by him, all of which are now, by his will, the property of the city of Philadelphia.

This portion of the road, extending from the Mount Carbon road, north of Pottsville to Girardsville, was completed, about the close of the year, 1833, with all its superstructure, machinery, planes, fixtures and tunnel of 800 feet, at the estimated expense of \$190,000; forming a railway from Girardsville to Mount Carbon of about twelve miles. The formation of the road has been extended westward from Girardsville two miles and a half, upon which, it is understood, more extensive mining operations will soon commence.

In July 1834, the formation of twenty miles of this Western portion was commenced, and finished, early last summer. In August last, contracts were made for laying down the superstructure, of thirteen miles and three eighths, from the margin of the river at Sunbury to this place; and now, at the end of three months, it is finished and travelled, and *well* finished. To this may be justly applied the old German proverb, "what is well done, is *twice* done." Eastward of this point, running into the coal field some distance, six and a half miles of road are formed and ready for the superstructure. The sills and rails are all on the spot, and can be laid down in three weeks;—and *will be laid* whenever the coal harbour is completed at Sunbury, with its lock to pass the coal boats into the great basin of the Pennsylvania canal. Then, without delay, there is reason to believe, the locomotives will be seen with giant strides, sweeping along the Shamokin valley, with their trains of burden from the mines, and their cars of passengers from the sea board cities. This is no illusion of the fancy. To extenuate the slender means, or exaggerate the immense results, is alike unnecessary. The stability of the road now completed is adapted to a locomotive engine of one hundred horse's power—and has been completed in the superior mode so obvious to all, at only *eight thousand dollars per mile!* While other roads estimated at less than twelve; have cost more than forty thousand per mile, this with all its strong and handsome bridges, is kept down below the estimate! Mr. Robinson and his corps have saved the company, even in this division, at least thirty thousand dollars!—yet all unite in pronouncing its materials and work the best they have ever seen. Friends of the rail road, have we not reason to rejoice in the triumphant progress of this magnificent work!

Even now, the portion done is to be kept not "for show," until all be completed, but to be made immediately useful. The conveyance of passengers and the mail commences here without delay, and henceforth, the road will be readily travelled. Instead of one of the roughest, and most hilly portions of the turnpike, travellers will find in these comfortable cars, repose from fatigue, and some saving of time, as well as of expense in horses. The declivity of this portion, is not great; but it favors the conveyance of coal tonnage to the canal, and where that abounds, it were superfluous to show, that a rail road must be productive. The total fall in the 13 miles and 3-8, is 121 feet, or nine feet per mile; its maximum grade or greatest declivity for a little distance, is a little less than 16 feet (15-84) per mile, its graded width or surface 22 feet; the rails 4 feet 8½ inches apart and between the tracks, the distance will be 3½ feet. These dimensions accord with those of the eastern division from Girardsville to Pottsville and that portion has been in use some eight or nine months, under the transportation of about one hundred tons of coal per day to the Schuylkill navigation. This is effected at very little expense, and without injury in the transit of the mountain, having ever occurred to man, woman or child, since the commencement; the fears, real or pretended, of interested alarmists, and panic-makers, notwithstanding.

The most gratifying view, however, is that which regards this rail road as a link of a great communication from Philadelphia to the centre of the State of New York, and thence to the lakes. To join the Susquehanna with the Schuylkill, and thus secure to our great city, the liberal patron of so many public improvements, a great portion of the vast commerce of the former, the products of half a million of inhabitants, is not the only consequences anticipated from the Danville and Pottsville rail road. A more enlarged prospect considers it as part of a much more extensive connexion; and all this is advancing at this moment. From Philadelphia to Norristown a rail road is completed; thence to Reading it is all under contract; thence to Pottsville has been surveyed and well located, under the little Schuylkill company, and the D. and P. R. R. company. Between Pottsville and Sunbury about thirty-five miles are graded, and of this, twenty-five miles are now entirely completed and opened for use. From Sunbury to Williamsport 42 miles the route is highly favorable, along the fertile valley of the West Branch, and movements have been already made on that portion; and from Williamsport to Elmira, in the state of New York is about 70 miles, for which a charter has been granted, and part of the stock subscribed. There our central rail road will intersect the great East and West road of that state, near its centre, one hundred miles nearer to Philadelphia, than to the city of New York; and thus their road and canal extends our communication to Buffalo on the West and through the Seneca and Cayuga lakes northward to lake Ontario. Ten hours will suffice to travel from Philadelphia to Sunbury; eight more, 110 miles further to Elmira; and ten hours more to Buffalo, 28 hours in all, from Philadelphia. In the whole course, there is reason to believe, that no mountain will be passed over, but that which has already been triumphantly surmounted; the planes of which have been passed, and sometimes by ladies in from two, to five minutes each; and the whole twelve miles including them, from Girardsville to Pottsville, I am warranted in stating, can be travelled in two hours.

The real danger upon inclined planes, properly constructed and carefully managed, is probably no greater than elsewhere. In every mode of locomotive there is danger, without proper care, from the Steam boat to the footman. The former bursts her boiler and kills her passengers; the latter falls and breaks a leg, or bursts a blood-vessel. In Great Britain no such dread

of a plane is heard of; on our own road, the Broad Mountain planes in operation for eight or nine months have done injury to no human being. Gross negligence and bad arrangements, upon other roads, have caused injuries as well upon the level as the plane; but experience has indicated remedies; and now the daily transit over numerous planes upon the Allegheny portage, in safety, has imparted confidence, and dissipated the fears of the timid.

The friends of the rail road owe much to their Chief Engineer, and they are not insensible to their obligations. Even the boys of Sunbury, at one of the illuminations for some success in the road, raised a bonfire in his honor, aloft upon an eminence, and in shouts of joy around it, called it *Moncure Robinson*. The road owes much of its success to his judicious selection of his engineer corps. They have always exhibited efficiency without ostentation, ability without boast, industry and activity, with intelligence, modesty and urbanity. As the time is probably at hand, when their residence will be further removed from Sunbury, every one will bear cheerful testimony to the propriety of their department.

GIRARD ESTATES.

At a meeting of the Commissioners of the Girard Estates, held on the 5th of December, 1835, the following report was received, and a copy thereof directed to be submitted to Councils.

Signed on behalf of the Commissioners.

LAWRENCE LEWIS, Chairman.

Attest, MORGAN ASH, Secretary.

To the Commissioners of the Girard Estates.

In conformity to his appointment, the undersigned Commissioner attended the adjourned meeting of the Stockholders of the company for erecting a permanent bridge over the river Schuylkill, at or near the city of Philadelphia, held at their office on the 1st inst. for the purpose of taking into consideration the propriety and expediency of an alteration of the bridge by the Company, so as to accommodate it for Rail-road travelling.

It was a small meeting; out of 300 Stockholders, only about 20 attended, several of whom were Directors.— This was not surprising, as the confidence of the Stockholders in the direction of the affairs of the Company would induce them to leave their interest in such efficient hands.

After stating the object of the meeting, the following resolutions were adopted:—

Resolved, That it is inexpedient at this time to apply to the Legislature for an extension of the charter of the Company, or to make any alteration of the Bridge to Rail Road purposes.

Resolved, That the Stockholders approve of the measures heretofore taken by the President and Directors to guard the interests of the Company; and that they feel entire confidence that the board will zealously continue their exertions to maintain the interests and the rights of the Company.

It appears that this Company was incorporated in 1798; the Bridge was commenced in 1801, and opened on the 1st of January, 1805. The cost of the Bridge, including the purchase of the site, was 300,000 dollars. The capital Stock is only 195,650 dollars. The difference was liquidated by the forfeited Stock, on which only a part was paid; and the application for several years, of the whole income.

The charter to the Company is for 25 years from the completion of the Bridge; but the Legislature evidently showing a great desire that the Bridge should be *Free*, provides, that whenever the tolls shall exceed 15 per

cent. nett annual profit, the excess shall compose a fund for its redemption, so as to render it *free*—but in case the fund is not sufficient, the Legislature reserves the right, “at the expiration of the 25 years, to declare it a *free Bridge*, (providing, at the same time, the means of keeping it in repair,) and the Company shall be obliged to take such sum of money therefor, as shall be allowed on a fair appraisalment, by indifferent persons.” The corporation to continue until the Bridge is redeemed and paid for. The sinking fund amounts to upwards of 11,000 dollars; and the Company possessed a very valuable real estate, near the Bridge.

It appeared that the proposed alteration for a Rail Road, in addition to the present purposes the Bridge is applied to, was on an application from the West Philadelphia Rail Road Company, to have rails laid on the Bridge; and it was reported at the meeting, that this alteration could be made for \$20,000; but the Directors of the Bridge Company anticipated the assistance of the Rail Road Company, in an application to the Legislature for a renewal of its charter, to keep it as a *Toll Bridge*; and being disappointed, in consequence of the Rail Road Company being favorable to its being made *free*, the request was refused, and the resolutions adopted, declaring it to be inexpedient to lay rails thereon.

Your representative does not pretend to question that the measures adopted, are consistent with the present pecuniary interest of the Stockholders; but he does greatly doubt the policy of the Bridge Company, thus throwing themselves forward to prevent a measure which would be highly popular with our citizens, as being strictly consistent with the spirit of the times, in the promotion of every effort that is favorable to free trade, and to every facility that will tend to its increase.

The West Philadelphia Rail Road, and the Rail Road to Baltimore, via Wilmington, will both require to cross the river Schuylkill, and it is highly important, that it should be accomplished, as near to the centre of the city, as may be possible. At a comparatively small expense, and without inconvenience to the present purposes of the bridge, rails could be laid for the accommodation of those Companies; and your representative can see no good reason, for resisting a measure, which would certainly produce a highly beneficial influence on our trade.

That very many advantages would result to our commerce, and to our trading classes, as well as convenience to our citizens in general, must be evident to every reflecting mind; and a highly important object to be obtained, would be the certain defeat of a project, industriously urged upon our last Legislature, to charter a Company for the erection of a Bridge at Cedar street, a measure, full of injurious consequences to the trade of the Schuylkill, above that point; as a large proportion of vessels would be prevented from ascending the Schuylkill, above Cedar street; to the manifest injury of all the wharves and Real Estate higher up the river, as far as Fair Mount dam.

Should the Permanent Bridge be made free, and adapted to Rail Road purposes, it would forever prevent any additional obstructions on the Schuylkill, below the dam, by means of bridges.

In attending this meeting, your representative experienced the conflicting difficulty of the interest of the stockholders, being at direct variance with that of the convenience and welfare of the inhabitants of our city, but he is induced to hope that, by a fair compensation to the stockholders, the time is not far distant when the desirable object will be attained of having the main western outlet of our city *free from charge*.

All of which is respectfully submitted.

RICHARD PRICE.

Philadelphia, 12th mo. 5, 1835.

From the Ravenna Ohio Star.

PENNSYLVANIA AND OHIO CANAL.

Last week we gave a brief notice of the doings of the Executive Committee of the Pennsylvania and Ohio Canal Company upon the Western Section of the Canal line. At that time we expected to lay before the public, in this number of our paper, the report of the Committee, of their proceedings upon the whole line of the Canal; but this report, although in a state of preparation, is not yet completed, and will not be published either in this county or in Trumbull county, until next week. In the mean time, to impart to the friends of this work both at home and abroad, correct and definite information respecting it, we publish a few principal facts politely furnished us by Judge King, the Secretary of the Board.

The whole length of the main line of the Mahoning and Beaver Canal, from this point of intersection with the Beaver division of the Pennsylvania Canal, about three miles below New Castle, to Akron, its point of intersection with the Ohio and Erie Canal, is 82 miles. The amount of lockage is 372 feet. The whole of the main line of the canal except two sections, all the feeders except one, and all the reservoirs for supplying the summit with water, have been placed under contract. Those sections of the canal, and the feeder not yet under contract, are sections Nos. 1 and 2 on the Ravenna Summits and the feeder from Congress Lake. The expense of constructing this feeder is estimated at about \$1000; the expense of excavating the two summit sections will depend upon the mode in which it is done. It is proposed to wash out the earth upon the summit by means of the waters of the Cuyahoga, and if this can be successfully done, the expense will be comparatively trifling. The cost of the whole work at the contract prices, inclusive of the estimated expense of the two sections and feeder referred to, is about \$800,000. The amount of stock subscribed is \$980,200, or \$180,200 more than will be required to complete the work. But the cost of the canal will be virtually reduced much below the sum of \$800,000, by the donations which have been made in cash, land, and water power by individuals residing, or owning property upon the line of the canal, and by the valuable water power which will be created, at the locks and other places in constructing the work. The amount of cash donations made to the company, is about \$30,000. The amount of donations in land for the use of water power along the line of the canal, and in village lots, is about seventy-five acres, and which, inclusive of the donations in water power, and the water power to be created, may be safely estimated at about \$200,000. Deducting those two sums from the sum of \$800,000, there will remain, in round numbers, a balance of \$600,000 as the actual cost of the work of the company, after the cash donations shall be paid, and the land and the water power disposed of. This result is altogether more favorable than the most sanguine friends of the Mahoning and Beaver Canal ever anticipated, and incontestably proves the great cheapness of this route.

That part of the Canal which is east of Warren, Trumbull County, is according to the terms of the contracts made with the contractors, to be completed on the 1st September, A. D. 1836; and that part of the canal which is west of Warren is to be completed on the 1st of September, A. D. 1837. The amount of business which will be done upon this canal, will be immense. To form an estimate of this business it is only necessary to refer to the vast extent of country which furnishes its productions to the commercial cities of New York and Philadelphia, and receives thence its supplies. It comprises Ohio, Indiana, Illinois and Michigan. At present, however, the western trade of Philadelphia is limited to a small portion of Ohio, while her great rival enjoys the balance of this trade. This state

of things has been produced by the want of suitable facilities for transportation between Philadelphia and the Western country, and not by the superior natural advantages of the city of New York. The Mahoning and Beaver Canal will furnish these facilities, and exactly meet the wants of the western people. We want a choice of markets, and a market which is accessible early in the spring and late in the fall. The former will produce competition in the rival markets, and enable the producer to make his sales and purchases to the best advantage: the latter will enable the merchants to procure their supplies early in the spring, when they are most needed, and to forward their commodities to market in the proper season, without being subjected to the trouble, expense and consequent loss of storing any part of them over winter.

The distance from Philadelphia to Pittsburg is about 300 miles, and the distance from thence to Akron, the point at which this canal intersects with the Ohio and Erie canal, is about 136 miles, making the entire distance from Philadelphia to Akron 436 miles. The distance from New York to Akron, is about 740 miles. It is evident, therefore, that all the trade of that portion of the country, lying contiguous to the Mahoning and Beaver canal, or contiguous to the point at which it intersects with the Ohio and Erie canal, will flow to Philadelphia, in consequence of the greater proximity of that market. The distance from Philadelphia to Cleveland is about 466 miles, and the distance from New York to Cleveland is about 704 miles. The greater proximity of Philadelphia to Cleveland will naturally divert thence a great portion of the trade of the immense country lying west of Cleveland, even during that part of the season when the lower extremity of Lake Erie is unobstructed by ice, and the navigation of the Lake is perfectly safe. But during the early part of the spring season, and the latter part of the fall season, Philadelphia will be the only accessible market for the western trade; and this circumstance will, during all other business seasons of the year, give that city a decided advantage over New York in acquiring and retaining the trade of Ohio, Indiana, Illinois and Michigan.—The more we examine this subject, the more firmly convinced are we of the importance of the Mahoning and Beaver Canal; and we know of no work of internal improvement, either in progress or contemplation, which promises so many and so great advantages to the public and so great profits to the stockholder.

SCHUYLKILL COAL.—Receipts this year from the Schuylkill Coal Region:

	Tons.	Cwt.
Port Carbon,	219,786	15
Mount Carbon,	46,868	00
Schuylkill Haven,	30,134	03
Kernsville,	37,493	13
Total,	334,882	11
Bituminous Coal, from Cambria co.	5,226	04

PENN COUNTY.

At a meeting of the inhabitants of the lower part of Bucks County, held agreeably to public notice, at the Attleborough Hotel, on Monday, November 30, 1835, Colonel Gilkyson, of Lower Makefield, was appointed Chairman, and Dr. Hunt, of Attleborough, and C. S. Cope, of Bristol, Secretaries.

The call of the meeting having been read, on motion of Mr. Tomlinson, it was

Resolved, That a Committee of five be appointed to draft resolutions expressive of the sense of the meeting.

Messrs. Tomlinson, Dr. Swain, Vanuxem Jenks, and I. Bessonett, jr., were accordingly appointed.

The Committee, after retiring a short period, submitted the following resolutions, which were unanimously adopted, viz:—

Resolved, That this meeting deems it expedient at this time to petition the Legislature for the erection of a new County from the lower section of Bucks.

Because, we believe it would be advantageous to every citizen residing within the limits of the proposed new County, and could not by any means, in the least degree, tend to burthen or be in any way oppressive to the old county, but would most assuredly diminish her public expenses, and as a matter of course lessen the taxes, which would be advantageous to her citizens generally.

Because, we labour under great inconvenience on account of the distance to the present seat of Justice in said County,—and as we have borne this inconvenience very reluctantly for the space of twenty-three years, greatly to our detriment and loss,—therefore, we do firmly believe we are entitled to a division of said County upon principles of justice and equality: and, because, the new county would contain a greater population than fifteen of the present Counties in the State, and be more populous than five of the number added together.

Because, the shape of the present County is well adapted for dividing, owing to its great length, (upwards of sixty miles,) and narrowness of breadth,—and, also, the present seat of Justice being located considerably above the centre of the District, and very far above the centre of the population.

Because, we do firmly believe if we should succeed in obtaining a new County, our taxes need not be increased, but our expenses, for County purposes, might be diminished, that the surplus in the Treasury would be sufficient in four or five years to pay for the erection of all the necessary public buildings, and then our taxes consequently would be reduced one half at least.

Because, we are deprived in a great many instances from participating in the intended benefits to be derived from the Alms House, as the mileage in removing a pauper is greater frequently than the case would warrant, and the expense falls severely and heavily on the townships.

Because, we believe in the doctrine of bringing justice near to every man's door, whereby the poor man as well as the rich, may have it in his power to have justice done them, and that the industrious mechanic may be upon the same footing as men of wealth in attending to business in Courts, or in any of the offices in the County.

We are likewise willing to relinquish all claims to the public buildings now erected, although we have paid our share for their erection and repairs,—and we are perfectly willing to provide others for our use, and at our own cost and expense.

And, because, it is a matter of great importance to make good use of time, for as Franklin justly observes, "Time is better than Money,"—and we who live at a great distance from Court, labour under great disadvantages, and heavy and unnecessary expenses in leaving home and remaining there for days—and even Court after Court. But, on the erection of a new County, the public buildings might be so located, that this objection might be obviated, as we would not have to travel one-fourth the distance.

Resolved, That this meeting would approve of the proposed County being called Penn, in honor of the founder of this Commonwealth, whose country residence was within its limits.

The following Preamble and Resolution were read and unanimously adopted, viz:

Whereas, it has been understood that some parts of Philadelphia and Montgomery Counties, are desirous of uniting with us in the erection of the new county, and of being included within its limits, Therefore,

Resolved, That such townships of either of the aforesaid counties as wish to participate in the proposed county, are hereby cordially invited to join us in pe-

tioning the State Legislature to effect the desired object.

On motion of Dr. Swain,

Resolved, That this meeting would approve of the upper line of the new county being drawn along the upper boundary of Southampton township, thence across Northampton township, to the upper boundary of Newtown township, and thence pursuing the course of the last named boundary line, across Upper Makefield township to the river Delaware, which would include 9 townships and 2 boroughs of Bucks County in the proposed County.

On motion,

Resolved, That when this meeting adjourns, it will adjourn until Saturday the 12th day of December next, at 12 o'clock, noon, to meet at the same place.

Resolved, That our Senator and Representatives in the State Legislature, are earnestly requested to use their exertions with diligence and assiduity, to procure the passage of an act for the erection of the proposed County.

A form of a Petition to the State Legislature having been read and approved, it was

Resolved, That each person present be requested to obtain signatures to the said petition, and to bring such signatures as are obtained, or cause them to be forwarded to the adjourned meeting.

Resolved, That the Secretaries shall have the proceedings of this meeting published in the county and neighboring newspapers, and also cause copies to be forwarded to the Governor and each branch of the State Legislature.

On motion, adjourned.

ANDREW GILKYSON, Chairman.

Robert A. Hunt, }
Chas. S. Cope, } Secretaries.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

OCTOBER, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather
THERMOMETER						BAROMETER.					
1	Thursday,	41	56	58	52	29.52	35	25	29.37	W	Sun and clouds
2	Friday,	50	58	58	55	30	31	41	34	W	Clear day
3	Saturday,	44	53	52	50	49	52	55	52	W	Cloudy day
4	Sunday,	44	57	58	53	56	52	62	57	SE	Do do
5	Monday,	53	57	63	58	68	58	50	59	S	Rainy day, and night
6	Tuesday,	53	59	53	55	40	42	52	45	W	Cloudy day
7	Wednesday,	45	51	52	49	67	67	75	70		Clear—cloudy
8	Thursday,	43	51	51	48	94	97	98	96	W	Cloudy—sun and clouds
9	Friday,	41	56	57	51	30.00	29.94	95	96	W	Cloudy day
10	Saturday,	44	59	59	54	29.97	92	83	91	W	Do do
11	Sunday,	45	64	64	58	83	80	85	83		Sun and clouds
12	Monday,	50	54	55	53	30.06	5	7	30.06		Cloudy day
13	Tuesday,	54	64	63	60	30.00	29.92	92	29.95	W	Clear day
14	Wednesday,	48	62	62	57	29.90	84	86	87		Fog—Clear day
15	Thursday,	50	64	65	60	83	91	93	89	S	Sun and clouds
16	Friday,	60	66	68	65	97	94	95	95	SE	Light rain, sun and clouds
17	Saturday,	58	64	65	62	30.01	29.96	94	97	SE	Cloudy day, rain at night
18	Sunday,	64	69	69	67	29.86	81	79	82		Damp and cloudy
19	Monday,	66	69	70	68	83	83	90	85		Cloudy—clear
20	Tuesday,	65	71	71	69	95	93	94	94	ESE	Sun and clouds
21	Wednesday,	65	70	69	68	92	89	91	91		Rain—cloudy
22	Thursday,	62	69	70	67	30.00	01	29.98	30.00		Cloudy—Clear
23	Friday,	60	66	65	64	29.99	90	89	29.93		Clear day
24	Saturday,	57	58	58	58	95	97	30.05	99	NW	Do do
25	Sunday,	46	52	52	50	30.17	11	6	30.11	NW	Do do
26	Monday,	40	52	54	49	3	29.96	97	29.99	NW	Do do
27	Tuesday,	45	58	58	54	30.06	5	6	30.06	NW	Do do
28	Wednesday,	51	56	58	55	7	1	29.98	2	E	Fog—clear day
29	Thursday,	47	55	60	54	29.94	89	87	29.90	E	Fog—clear afternoon
30	Friday,	60	64	63	62	75	71	69	72	E	Rainy day
31	Saturday,	47	59	55	54	90	90	99	91	NW	Clear day
Thermometer.						Barometer.					
Maximum on the 20th,						Maximum on the 25th,					
Minimum on the 8th,						Minimum on the 2d,					
Difference,						Difference,					
Mean,						Mean,					

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By JAMES WRIGHT, Librarian.

NOVEMBER, 1835.

Day of the month.	Day of the week.	Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	Winds.	State of the Weather.
THERMOMETER.						BAROMETER.					
1	Sunday	40	49	46	45	30.18	17	16	30.17	NW	Clear day
2	Monday	41	50	53	48	8	29.95	90	29.97	E	Cloudy
3	Tuesday	52	55	57	55	29.90	87	87	88	S	Sun and clouds
4	Wednesday	49	60	63	57	92	89	88	90		Fog—clear day
5	Thursday	54	64	65	61	84	76	79	80		Sun and clouds
6	Friday	57	52	50	53	84	78	79	80	N	Rain
7	Saturday	49	54	55	53	74	73	74	74		Cloudy—clear
8	Sunday	50	54	54	53	86	82	79	82	ESE	Cloudy day
9	Monday	54	60	61	58	67	64	67	66	W	Clear day
10	Tuesday	46	52	51	50	86	85	83	85	NW	Clear day
11	Wednesday	51	59	47	52	13	28.98	29.06	6	W	Cloudy—clear
12	Thursday	40	45	44	43	29.00	28.98	29.08	2	NW	Clear day
13	Friday	34	40	40	38	50	59	70	60	NW	Do do
14	Saturday	31	44	45	40	88	83	83	85	S	Do do
15	Sunday	44	50	51	48	82	80	70	77	S	Clear—light rain
16	Monday	53	59	60	57	56	53	54	54	S	Cloudy—damp day
17	Tuesday	45	45	45	45	68	65	63	65	S	Cl'y day, at nig. cl. Au'r Bor'ls
18	Wednesday	43	49	51	48	73	70	74	72	S	Do do
19	Thursday	49	52	53	51	78	74	75	76	S	Light rain—damp and cl'y
20	Friday	50	55	58	54	64	50	60	58	E	Rain—cloudy
21	Saturday	49	51	48	49	71	73	80	75	W	Sun and clouds—cloudy
22	Sunday	38	37	35	37	30.04	2	1	30.02	W	Snow all dy. r'n & sleet at nig.
23	Monday	51	34	35	33	29.74	54	55	29.61	W	Rainy day
24	Tuesday	36	36	36	36	71	74	77	74	W	Cloudy day
25	Wednesday	32	36	35	34	79	84	93	85	W	Clear day
26	Thursday	29	36	37	34	85	84	88	86	SW	Do do
27	Friday	32	33	33	33	88	78	69	78	S	Light snow—cloudy
28	Saturday	33	38	38	36	54	55	53	54	W	Cloudy—clear
29	Sunday	20	21	20	20	62	63	65	63	NW	Clear day
30	Monday	21	30	30	27	51	55	62	56	NE	Sun and clouds

Thermometer.					Barometer.				
Maximum on the 5th,	.	.	.	.	61°	Maximum on the 1st,	.	.	30.17 inches.
Minimum on the 29th,	.	.	.	.	20	Minimum on the 12th,	.	.	29.02
Difference,	.	.	.	.	41	Difference,	.	.	1.15
Mean,	.	.	.	.	45	Mean,	.	.	29.71

AUDITOR GENERAL'S REPORT.—APPENDIX.

Bank and other stock, the Property of the Commonwealth,
October 31st, 1835.

BANK STOCK.

3,750 shares in the Bank of Pennsylvania, at \$400 per share	1,500,000 00
5,233 shares in the Philadelphia Bank, at \$100 per share	523,300 00
1,708 shares in the Farmers and Mechanics Bank, at \$50 per share	85,400 00
	<u>\$2,108,700 00</u>

TURNPIKE STOCK.

Harrisburg, Carlisle & Chambersburg	106,202 53
Chambersburg and Bedford	216,056 72
Bedford and Stoystown	107,972 84
Stoystown and Greensburg	128,217 35
Greensburg and Pittsburg	89,000 00
Huntingdon, Cambria and Indiana	171,850 00
Erie and Waterford	5,000 00
Perkiomen and Reading	53,000 00
Gap and Newport	20,000 00
Waynesburg, Greencastle and Mercersburg	15,000 00
Morgantown, Churchtown and Blue Ball	9,000 00
Little Conestoga	10,000 00
Berks and Dauphin	29,000 00

Lancaster, Elizabethtown and Middletown	10,000 00
Easton and Wilkesbarre	12,500 00
Susquehanna and Lehigh	10,000 00
Milford and Owego	31,000 00
Downingtown, Ephrata and Harrisburg	60,000 00
Centre and Kishacoquillas	20,000 00
Centre	80,000 00
Susquehanna and York borough	5,000 00
York and Gettysburg	40,000 00
New Holland	10,000 00
Springhouse, Northampton & Bethlehem	25,000 00
Cayuga and Susquehanna	6,000 00
Susquehanna and Waterford	140,000 00
Susquehanna and Tioga	30,400 00
Bridgewater and Wilkesbarre	25,000 00
Pittsburg and New Alexandria	48,360 00
New Alexandria & Conemaugh	16,100 00
Belmont and Easton	17,500 00
Phillipsburg and Susquehanna	17,500 00
Pittsburg and Butler	19,666 67
Butler and Mercer	19,666 67
Mercer and Meadville	19,666 67
Anderson's Ferry, Waterford and New Heaven	10,000 00
Pittsburg and Steubenville	12,000 00
Ridge Road	25,000 00
Bethany and Dingman's choice	8,000 00
Robbstown and Mount Pleasant	15,000 00
Mount Pleasant and Somerset	33,036 50
Somerset and Bedford	34,606 84
Hanover and Carlisle	10,000 00
Millerstown and Lewistown	35,865 62
Bellefonte and Phillipsburg	20,000 00
Philadelphia, Brandywine and New London	2,500 00
Belmont and Oghquaga	5,000 00
Harrisburg and Millerstown	40,000 00
Philadelphia and Great Bend	12,000 00
Lewistown and Huntingdon	46,534 33
Armstrong and Indiana	9,000 00
Clifford and Wilkesbarre	6,510 00
Indiana and Ebensburg	12,000 00
Washington and Williamsport	16,455 66
Washington and Pittsburg	22,731 08
Lycoming and Potter	18,786 16
Middletown and Harrisburg	14,000 00
Bellefonte, Aaronsburg and Youngmanstown	29,000 00
Butler and Kittanning	5,000 00
Milesburg and Smethport	18,581 75
Derrstown and Youngmanstown	5,092 50
Mount Pleasant and Pittsburg	6,000 00
York Haven and Harrisburg bridge	18,000 00
Abington and Waterford	2,445 00
Warren and Ridgway	1,837 37
	<u>2,118,362 31</u>

BRIDGE STOCK.

Columbia bridge	90,000 00
Harrisburg	90,000 00
Northumberland	50,000 00
Monongahela	50,000 00
Allegheny	40,000 00
Wilkesbarre	28,000 00
Lewisburg	20,000 00
Big Beaver	15,000 00
Danville	10,000 00
Nescopeck	8,000 00
French creek	7,000 00

Norristown	6,000 00
Conemaugh	5,000 00
Schuylkill and Pottstown	3,000 00
Loyalhanna	2,500 00
Milton	2,300 00
Catawissa	5,000 00
Robbstown	8,550 00
Towanda	5,000 00
	<u>445,350 00</u>

CANAL STOCK.

Union canal	250,000 00
Chesapeake and Delaware canal subscribed by the Philadelphia bank, and to be transferred to the state, at the expiration of fifteen years from the date of subscription, per act of 28th March, 1825	100,000 00
Schuylkill Navigation	50,000 00
Codorus Navigation	10,000 00
Pennsylvania canal and rail road	22,415,303 32
	<u>22,825,303 32</u>

RECAPITULATION.

Bank stock	2,108,700 00
Turnpike stock	2,118,362 31
Bridge stock	445,350 00
Canals and rail roads	22,825,303 32
	<u>27,497,715 63</u>

Appropriations and balances of Appropriations, &c. unpaid 1st November, 1835.

TURNPIKES.

Lycoming and Potter	1,213 84
York and Gettysburg	6 09
Downingtown, Ephrata and Harrisburg	69 63
Huntingdon, Cambria and Indiana	25 95
Philadelphia, Brandywine and New London	12,500 00
Washington and Pittsburg	33 67
Chambersburg and Bedford	118 22
Harrisburg and Millerstown	300 50
Little Conestoga	22 04
Derrstown and Northumberland	4,607 50
Milesburg and Smethport	1,418 25
Gettysburg and Hagerstown	20,000 00
Abington and Waterford	2,555 00
Warren and Ridgeway	3,162 63
Waynesburg, Greencastle and Mercersburg	10,000 00
	<u>56,033 32</u>

BRIDGES.

Juniata bridge	1,000 00
Columbia	50,000 00
Monongahela at Williamsport	15,000 00
Towanda	5,000 00
	<u>71,000 00</u>

EDUCATION.

Washington college	2,000 00
Deaf and Dumb Institution	24,000 00
Pennsylvania college	9,000 00
Lafayette college	6,000 00

Allegheny college	6,000 00	
Common sch'ls, balance		
of appropriation for		
1834	45,539 67	
Do. appropriation for		
1835	75,000 00	
	<u>120,539 67</u>	
		167,539 67

PENITENTIARY.

Western Penitentiary		114 93
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MISCELLANEOUS.

Commissioners of Erie county, for rebuilding public build- ings to be collected from the owners of unpatented lands per act of 15th March, 1824	2,500 00	
Susquehanna river & branch- es, per act of 26th March, 1821	2,000 00	
Susquehanna, from Columbia to tide, per act of 31st March, 1823	4,012 53	
Do. from Columbia to North- umberland, per act of 25th March, 1825	8,078 00	
Pennsylvania Institution for instructing the Blind, per act of 27th January, 1834	36,000 00	
Repairing and painting the public buildings, per reso- lution of 4th April, 1833	913 75	
Bald Eagle and Spring creek navigation company, interest guaranteed on \$200,000 at 5 per cent. per act of 1835	10,000 00	
Tioga Navigation company, do. on \$150,000 at 5 per cent. per act of 1835	7,500 00	
		<u>71,004 27</u>
		<u>\$365,692 24</u>

DUE ON LOANS.

Stock loan, per act of 2d April, 1821, reimbursable 1st June, 1841	930,000 00	
Stock loan, per act of 30th March, 1824, \$220,000, re- imbursable on the 1st Janu- ary, 1839, and \$380,000, on 1st May, 1839	600,000 00	
Stock loan per act of 11th April, 1825, reimbursable 1st January, 1840	150,000 00	
		<u>1,680,000 00</u>
Farmers Bank of Lancaster, at an interest of 4½ per cent., reimbursable 1st May, 1837	25,000 00	
Easton Bank at an interest of 5 per cent. reimbursable in May, 1837	25,000 00	
Harrisburg Bank, at an inter- est of 5 per cent. reimbur- sable in May, 1837	50,000 00	
		<u>100,000 00</u>
Stock loan pertaining to the Pennsylvania canal, per act of 1st April, 1826, reimbur- sable 1st December, 1846	300,000 00	
Ditto, per act of 9th April, 1827, reimbursable 1st De- cember, 1850	1,000,000 00	

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Stock loan, per act of 24th March, 1828, reimbursable 1st December, 1853	2,000,000 00	
		<u>3,300,000 00</u>
1,780,000 00		
Stock loan, per act of 18th December, 1828, reim- bursable first January, 1854	800,000 00	
Ditto, per act of 22d April, 1829, reimbursable 1st December, 1854	2,200,000 00	
State loan, per act of 7th December, 1829, contin- ued per act of 4th Janua- ry, 1831	202,500 00	
Stock loan, per act of 15th March, 1830, reimbursa- ble 4th March, 1858	4,000,000 00	
Ditto, per act of 21st March, 1831, reimbursable 1st July, 1856	2,483,161 88	
Ditto, per act of 30th March, 1831, reimbursable 1st July, 1856	300,000 00	
Ditto, per act of 30th March, 1832, reimbursable 1st July, 1860	2,348,680 00	
Ditto, per act of 5th April, 1832, reimbursable 1st July, 1860	300,000 00	
Ditto, per act of 16th Fe- bruary, 1833, reimbursa- ble 1st July, 1858	2,540,651 44	
Ditto, per act of 27th March, 1833, reimbursable 1st July, 1858	550,000 00	
Ditto, per act of 5th April, 1834, reimbursable 1st Ju- ly, 1862	2,265,400 00	
Amount received on loan per act of 13th April, 1835, reimbursable 1st July, 1865	894,900 00	
Temporary loan, per act of 17th January, 1835, re- imbursable within twelve months from that date	250,000 00	
		<u>22,415,303 32</u>
Loan to the Eastern Peni- tentiary, per acts of 28th March, 1831, and 9th April, 1833	120,000 00	
Loan to Union Canal com- pany per acts of 1st March, 1835, and 16th December, 1833	200,000 00	
Loan for the Eastern and Western Penitentiaries, per act of 15th April, 1835, reimbursable with- in twelve months from that date	74,440 00	
		<u>394,440 00</u>
		<u>\$24,589,743 32</u>

Recapitulation of Debts due by the Commonwealth.

Turnpikes	56,033 32
Bridges	71,000 00
Education	167,539 67
Miscellaneous	71,119 25
Due on loans	24,589,743 32
	<u>\$24,955,435 56</u>

From the Philadelphia Gazette.

PROCEEDINGS OF COUNCILS.

Thursday evening, Dec. 17.

SELECT COUNCIL.

Mr. Williams presented a memorial from owners of property on Third and Dock streets, praying that the final passage of the bill to construct a Rail road down Market street, may be temporarily postponed.

Mr. Chandler presented the proceedings of a meeting of citizens, recently held at the Robison Crusoe Inn, containing a similar request. Laid on the table.

On motion of Mr. Williams, Council resolved itself into a committee of the whole, Mr. Lewis in the chair, on the bill authorising the construction of a rail road down Market street, and the alteration of the present Market houses. The bill being under consideration, Mr. Meredith moved an amendment providing "that no cars shall travel on the rail road at a greater speed than three miles an hour, and that no car shall travel on the road on Market days at any time during market hours," which was unanimously agreed to.

Mr. Price moved to connect with the fourth section of the bill a proposition authorising the construction of another Market house in High street between Eighth and Ninth streets, on the plan to which it is proposed to alter the present market houses between Eighth and Third street, which motion after a spirited debate, was adopted.

The bill having passed through committee of the whole, was taken up for second reading. Mr. Price moved to amend the first section of the bill, so as to divide the rail road at Ninth street, and make room for the additional market house, proposed by his amendment to the fourth section.—After some debate this motion was decided in the affirmative, by yeas and nays as follows:

On motion to divide the Rail Road at Ninth street.

Yeas—Messrs. Chandler, Lewis, McCreedy, Meredith, Price, Roach, Williams—7.

Nays—Messrs. Keating, Wetherill, Weigand—3.

The three first sections having been adopted, Mr. Keating moved to strike out the amendments to fourth section, inserted in committee of the whole, authorising the construction of a new market house between Eighth and Ninth street, which after debate, was decided in the negative as follows:

On the motion to strike out an additional market house between Eighth and Ninth street.

Yeas—Messrs. Chandler, Keating, Wetherill, Weigand—4.

Nays—Messrs. Lewis, McCreedy, Meredith, Price, Roach, Williams—6.

The bill having passed through its second reading, a motion was made by Mr. Williams to postpone the third reading until next Thursday evening, which was decided in the affirmative as follows:

On the motion to postpone the bill.

Yeas—Messrs. Chandler, Lewis, Meredith, Price, Roach, Williams—6.

Nays—Messrs. Keating, McCreedy, Wetherill, Weigand—4.

COMMON COUNCIL.

On reading the minutes of last meeting, Mr. Thomason rose, and requested leave to record his name among the nays, on the question of the Rail Road Ordinance.

Mr. Fraley opposed the request on the grounds that such a course of proceedings was not parliamentary.

Mr. Rowland said that the absence of Mr. Thomason on the evening when the vote was taken on the subject of the rail road, was caused by severe indisposition and he therefore thought as a matter of courtesy, Council should extend to Mr. T. the privilege asked.

Messrs. Wright, Canby, Earp, and Rawle, agreed with Mr. Fraley, and stated their belief that to grant such a request would afford a precedent, that at some future period, might become dangerous.

Mr. Gilder thought that Mr. Thomason asked nothing more than courtesy required members of Council to grant.

Mr. Thomason said, that he had not anticipated any opposition to so simple a request, but inasmuch as members seemed to take so decided a stand against it, he would withdraw.

Minutes of last meeting adopted.

Mr. Fraley, on behalf of Committee on Finance, presented a report, accompanied by an Ordinance, fixing the salary of the Mayor of the city, at \$3000, without any of the perquisites arising from fees, &c. Report accepted. Ordinance laid upon the table.

To the Select and Common Councils of the City of Philadelphia.

THE MEMORIAL

Of the Philadelphia Board of Trade respectfully sheweth:

That your memorialists have heard, with much satisfaction, that Councils have now before them, a plan for the extension of the Columbia rail way, from Broad, down High to Third street, and thence by Dock street to the public landing at the Drawbridge, in such manner as to preserve to the citizens, the use of High street for Market stands, with cart ways on each side, equal, within six inches of the present cart ways.

That prejudices should exist against the proposed measure, need excite no surprise. It has ever been the case with new schemes of public improvement, the world over. No measure, perhaps, ever met with a more sturdy and persevering opposition than did the introduction of a copious supply of fresh water into Philadelphia—at present the boast and pride of the city. When it was proposed, in England, to amend their public highways, so as to admit the use of carriages, for the more commodious conveyance of passengers, and convenient transportation of commodities, in place of carrying both on horseback, as had ever been the custom, this strange and anomalous project met with the most violent opposition. The owners of horses took the alarm—they predicted the destruction of the race—the utter ruin of themselves—and with it, the prostration of the landed interests of the kingdom. And it is within the recollection of persons now living, that when it was contemplated to substitute wagons, for the conveyance of merchandise between Philadelphia and Pittsburg, instead of pack horses, that the plan, in like manner, met with very strenuous opposition. Similar prejudices are attempted to be awakened, at the present time, in the midst of our draymen, against the extension of the railway to the Delaware.

They are told, that it will be ruinous to their occupation, by robbing them of employment; when, in the apprehension of your memorialists, the very reverse will prove true. If the foreign commerce of the city is to flourish, the produce of the interior must be conveyed at once, as it arrives from the country, to the place of its shipment from the port, or it will find its way to more favored seaports. In this latter case our draymen can receive no employment. But on the other hand if the same produce can be shipped so cheap from our port, as to make it the interest of foreigners to resort to us for supplies, it is obvious that it must give rise to an equivalent import trade. Vessels will not come hither in ballast, while inward freights can be

had. And as every man cannot have a ship or a railway at his door, this increase of our commerce must increase the demand for draymen. They will of necessity be employed, not only in conveying the merchandise so imported, but much also of the country produce needed for home consumption, from their several places of deposit wherever that may be, to every other portion of the City.

Your memorialists are firmly persuaded that the resistance from their fellow citizens, interested in property on Broad street, is founded on a partial view of the whole subject, and must eventually yield to more enlightened and patriotic views. If the commerce of the port shall prosper, they will prosper. If our commerce decay or desert us, they will in vain expect to preserve their trade in Broad street. They cannot by any effort, arrest the whole trade from the country at that point. They may, and we cannot doubt, will, participate largely in the common prosperity—but the produce designed for shipment to foreign parts, must be discharged from the railway at the wharf, whence it is to be shipped, without extra expense and loss of time, or it will pass by Broad street altogether, along the Northern Liberty railway to New York, or by the Southwark railway, and other conveyances to Baltimore. They cannot make Broad street the exclusive depot. As well may they attempt to drive the ocean wave from the Atlantic shore, or to divert the Gulf stream from its destined course. But if in reality, Broad street be the sole proper depot, and the immense population eastward of that street, are entitled to no consideration, what have the former to fear from the extension of the railway to the Delaware?

Our foreign trade must be sustained, or we shall in vain, or merely for the benefit of rivals, have expended our millions on the internal improvement of the state. To sustain this commerce, it must be divested of every unnecessary burden. No charge should be imposed which can be avoided, whether on the articles arriving from the interior, or in their transmission through the city. Despatch is of no less importance. The delay especially on the near approach of winter, occasioned by the conveyance of flour from the Schuylkill, or from Broad street, to the place of shipment, to say nothing of the injury from frequent handling, is often a very serious concern, and may prevent the shipment of cargoes to foreign ports—occasioning injury and loss to both City and Country, and benefit to nobody, except indeed, to the traders of the port, who must of course, derive profit from the supply of foreign demands, to our injury. The present expense of draying a barrel of flour from Broad street, is about one per cent. on its value. This expense should not exist; it may seem but a small matter on a single operation of a few barrels.—But on thousands of barrels, it amounts to a considerable sum; and should a farmer, or miller—no very uncommon circumstance with the latter—send that article to market, 10, 20, or 30 times in a year, it assumes the form of a tax, which cannot be long endured, which no trade can sustain, but which must, in the end, drive the trade from Philadelphia into less burdened channels.

Your memorialists know of no street along which a railway can be constructed, to which objections may not be urged. That now in prospect, is as unexceptionable as any. Unless a better can be pointed out, all dispute should cease. The interests of this community are at stake; and all minor considerations should yield. What would be thought of that man, who, when the City is on fire, refuses a helping hand, because, forsooth, the flames have not yet reached his door?

Your memorialists also respectfully recommend to Councils, the erection of a warehouse on the Drawbridge lot, at the eastern termination of the contemplated railway for the reception and inspection of Tobacco; under such regulations as not to interfere with the private interests of individuals, but leaving every man at

liberty to store his Tobacco either in the public warehouse, so to be erected, or in his own.

In conclusion, your memorialists take it for granted, that no locomotive will be permitted to enter the chartered limits of the city. That the cars will be drawn by horses at a moderate rate of going, and that such other useful regulations will be adopted, as will allow the cars to traverse the streets, only at stated hours, so as not to interfere with the regular course of business—under which circumstances, it is difficult for your memorialists to perceive that any well founded objections can be urged against the extension of the Columbia railway along the line, and in the manner contemplated by Councils.

By order of the Board.

THOMAS P. COPE, Pres't.

J. M. WRIGHT, Secretary.

Philad. Dec. 3d, 1835.

NEW YORK SUFFERERS.

Philadelphia, Dec. 17, 1835, 6 o'clock, P. M.

At a meeting of citizens casually assembled at the Exchange this evening, it was suggested and agreed to that a preparatory meeting should be immediately organized, wherefore ELIHU CHAUNCEY, Esq., was called to the Chair and Samuel Comly, appointed Secretary.

On motion of B. W. Richards, Esq. seconded by Thos. Biddle, Esq. it was resolved that the chairman and secretary of this meeting be requested to insert in all the morning papers, an invitation, requesting the citizens of Philadelphia to assemble at the Exchange to-morrow at 12 o'clock, M., to adopt such measures as the alarming and distressing accounts of the fire in our sister City of New York may seem to require.

ELIHU CHAUNCEY, Chairman.

SAM'L COMLY, Secretary.

MEETING OF CITIZENS WITH REFERENCE TO THE NEW YORK SUFFERERS.

At a meeting of the Citizens of the City and County of Philadelphia, convened by a public notice in the morning papers, at the Philadelphia Exchange, on the 18th of December, 1835, in relation to the dreadful calamity experienced and still continuing in the city of New York,

JOHN SWIFT was called to the Chair, and GEORGE M. DALLAS and THOMAS BIDDLE, were appointed Secretaries.

The following resolutions were offered by Mr. Dallas, and unanimously adopted.

Resolved, That a Committee of Fifty be appointed by the presiding officers of this meeting, who, as representatives of the citizens of the city and county of Philadelphia, shall forthwith take measures to communicate to the corporation and people of the city of New York, the deep and abiding sympathy universally felt throughout our community, in the overwhelming calamity by which they have been visited, in the destruction by fire of so extensive a portion of their great metropolis, and of so vast an amount of valuable property, and in the unavoidable and wide spread desolation it must scatter among a free, virtuous, and enterprising population.

Resolved, That it be the duty of the Committee of Fifty to ascertain, as expeditiously and as accurately as possible, and to report to a public meeting of the citizens of this section of Pennsylvania, to be held on the 28th day of December inst. the probable extent, loss or damage sustained by our brethren of New York, by the awful conflagration now raging in their city.

Resolved, That it be also the duty of the said Committee of Fifty to cause to be prepared, and reported at the public meeting above mentioned, a memorial ad-

dressed to the Congress of the United States, from the citizens of the City and County of Philadelphia, praying the prompt appropriation of Ten Millions of Dollars, to relieve as far as possible, the sufferings and injuries of our brethren of New York, caused by the still continuing conflagration of their noble city, such appropriations to be regulated, whether as an absolute national contribution or as a temporary loan, in such manner as the wisdom of Congress may devise and direct.

Resolved, That it be also the duty of the said Committee of Fifty, to cause to be prepared and submitted to the above mentioned public meeting for general signature, a memorial addressed to the General Assembly of the Commonwealth of Pennsylvania, calling upon them to adopt such measures as they may deem appropriate and expedient to express the sympathy of the people of this State in the deplorable and destructive visitation which has desolated the splendid and patriotic city of New York, and carried ruin, wretchedness and sorrow to the families and hearts of thousands: to make an immediate appropriation of money for their relief, and to devise and adopt an efficient scheme by which the entire people of Pennsylvania may speedily and with certainty contribute to the relief of their brethren to an extent commensurate with their common feelings and resources.

Resolved, That it be the duty of the said Committee of Fifty, to cause to be prepared and submitted to the above mentioned public meeting a memorial similar in its object and tenor to the foregoing, addressed to the Select and Common Councils of the City of Philadelphia, and to the adjoining Corporate bodies of the County.

Resolved, That the committee of fifty be instructed to accept the service of such volunteers as may tender them, to be enrolled, and forthwith proceed, under the auspices of the committee, to aid their fellow citizens of N. York, in extinguishing the conflagration now raging there.

Resolved, That the committee of fifty be authorised to appoint suitable agents for the purpose of making immediate collections of money, and, if need be, articles of clothing to be applied forthwith to the wants and necessities of the humble and suffering poor who may have been thus suddenly deprived of their comforts and their homes.

The following named gentlemen constitute the committee:

CITY.

John Swift	H. D. Gilpin
Geo. M. Dallas	John S. Riddle
Thomas P. Cope	Elihu Chauncy
Thomas Biddle	John A. Brown
Gideon Scull	John Moss
Andrew M. Jones	Matthew Newkirk
John R. Neff	Wm. S. Smith
Benj. W. Richards	Horace Binney
Wm. M. Meredith	John G. Watmough
John Sergeant	T. G. Hollingsworth
Davis B. Stacy	Joseph McIlvaine
Roberts Vaux	John Savage
Joseph W. Ryerss	Samuel Comly
Samuel Jaudon	Joseph R. Chandler
John White	James N. Barker

Hartman Kuhn.

COUNTY.

Thomas Rotch
Charles Wister, Germantown
Samuel Harvey, do.

SOUTHWARK.

Nat. C. Foster Thomas Sparks
Thomas D. Grover W. G. Alexander

PENN TOWNSHIP.

Adam Woelpper Thomas Hart
Elijah Dallet.

MOYAMENSING.

James Ronaldson Alex. W. Reed, senr.

NORTHERN LIBERTIES.

Peter A. Keyser Augustine Stevenson
J. G. Wolfe S. Wonderley
J. A. Elkinton Peter Grimm, jr.
John Naglee Benj. E. Carpenter

KENSINGTON.

Cornelius Tiers Isaac Wainwright
John Bakeoven.

Resolved, That the proceedings of this meeting be published in the Daily papers,

JOHN SWIFT, Chairman.

George M. Dallas, }
Thomas Biddle, } Secretaries.

The above named gentlemen comprising the Committee, are requested to meet at No. 15 in the Merchant's Exchange, THIS DAY, at 12 o'clock, precisely.

Sympathy with New York.—The following preamble and resolutions were on Thursday, unanimously adopted by both Councils.

Whereas, by recent information from the city of New York, it appears that a large and valuable portion of that city has been destroyed by fire, and whereas such an extensive calamity is calculated not only to excite our warmest sympathy for the sufferers, but to excite the active benevolence of our citizens for their relief;

Therefore, Resolved, That the Mayor be requested to call a town meeting of the citizens of Philadelphia, in order that the proper measures may be taken to relieve our suffering fellow citizens of New York, from the effects of the recent conflagration in that city.

Resolved, by the Select and Common Councils of the city of Philadelphia, that they have heard with unfeigned feelings of regret, that a destructive and wide spread conflagration has occurred in one of the most active seats of business in our sister city of New York, and that they deplore it as a calamity most afflicting to the immediate sufferers, and to the community at large throughout the U. States.

Resolved, That the Presidents of Councils be requested to forward a copy of these resolutions to the Presidents of the New York City Councils, and to express to the citizens of New York, through them, the deep sympathy felt throughout this community, at the distressing intelligence which has been received, and their disposition to adopt such measures as may alleviate the distress arising from the calamity.

MEETING OF THE FIREMEN.

Pursuant to public notice, a meeting of the Firemen of the city and county of Philadelphia, was held last evening at the Military Hall.

John Leadbeater, Jr. of the Good Intent Hose Co. was called to the chair, and

James W. Martien, of the America Hose Co. and Thos. P. Perry, of the Good Intent Hose Co. were appointed Secretaries.

It was, on motion,

Resolved, That a committee of five be appointed to

draft resolutions expressive of the sense of this meeting.

The committee were

Benjamin Matthias, Charles Schaffer,
James W. Martien, William Chrystler.
William Camm.

The committee after retiring for a few moments, formed the following preamble and resolutions.

Whereas, the Firemen of Philadelphia, have received information of an extensive conflagration which has lately desolated a considerable portion of the city of New York, and whereas, we have reason to believe that the duties lately devolving upon the Firemen of New York, have been arduous and harassing, beyond all example in the annals of the Fire Department—and whereas, it has been deemed expedient at a meeting of the Firemen of Philadelphia, held in the Exchange, this morning, to despatch a Committee of Firemen to New York, with a view of tendering to our brethren of that city, the service of a portion of the Fire Department of this city—therefore,

Resolved, That we deeply sympathise with the citizens of New York, in the loss they have sustained, and with the Firemen of New York, on account of the late severe duty they have been called upon to perform.

Resolved, That we have hearts ready and hands willing to go, at a moment's notice, to the aid of our friends in New York, whenever we are informed that our services can be rendered available.

Resolved, That we deem it inexpedient to take any further measures on the subject, until we receive a report from the committee already despatched to New York.

Resolved, That a committee of 20 be appointed to receive the report of the committee on their return from New York, with power to call another meeting of the Fire department, whenever they deem it expedient.

Benj. Mathias—Philadelphia Engine.

Charles Schaeffer—Resolution Hose.

Wm. Chrystler—Delaware.

James W. Martien—America Hose.

Robert Tempest—Hibernia.

Jacob B. Lancaster—Southwark Hose.

Saml. P. Griffiths—Pennsylvania.

John Rutherford—Fame.

Emmor Kimber—Harmony.

Wm. Camm—Philadelphia Hose.

F. Furst—Washington.

E. Nesbit—Phoenix.

George Jeffries—Good Intent.

John Allen—Southwark.

Joseph Richard—United States.

John J. Oliver—Niagara.

A. R. Gering—Robert Morris.

Peter Parker—Humane Hose.

Peter A. Keyser—Northern Liberty Engine.

Wm. S. Frederick—Fairmount.

Resolved, That the above Committee be requested to meet at the Exchange, at 12 o'clock, M.

JOHN LEADBEATER, Jr. President.

Jas. W. Martien, }
Thos. P. Parry, } Secretaries.

At an adjourned meeting of the Committee of Fifty, held on Saturday, at 12 o'clock, at the Philadelphia Exchange.

Thomas P. Cope was called to the chair, George M. Dallas, and John R. Neff, appointed Secretaries.

The following resolutions were offered by John Sergeant and unanimously adopted.

Resolved, That a Committee be appointed forthwith, to proceed to the city of New York, and there to collect information as to the nature and extent of the loss occasioned by the late awful and most afflicting calam-

ity, to confer with authorities, committees or individuals who may be able to advise or inform them, and especially to inquire in what manner the citizens of Philadelphia can most effectually and acceptably aid our brethren in New York, and with the expression of our deep sympathy to tender unreservedly any services in our power.

The following named gentlemen were appointed the committee.

John Swift, Mayor, B. W. Richards,
Thomas P. Cope, Thomas Biddle,
John Moss, John A. Brown,
John White, Roberts Vaux,
Thomas Sparks, Dr. J. A. Elkinton.

Resolved, That said committee be authorized to fill vacancies, and add to their number.

Resolved, That the Mayor be requested to return our thanks to Lieutenant G. F. Lindsay of the Marine Corps, for the offer of his services.

A communication was received from Frederick Diver proprietor of the American Museum, which was laid on the table for the present.

Resolved, That the 1st and 2nd resolutions passed at the Town Meeting yesterday be referred to the committee appointed to proceed to New York.

Resolved, That the 3d, 4th and 5th resolutions passed at the same meeting be referred to a committee of three—Thomas Biddle, John Sergeant, and Horace Binney were appointed said committee.

Resolved, That it is inexpedient to act on the 6th resolution passed at same meeting.

Resolved, That the 7th resolution passed at the same meeting, be referred to a committee, composed of the following named gentlemen.

CITY.

Joseph R. Chandler Wm. M. Meredith
John G. Watnough.

UNINCORPORATED N. LIBERTIES.

Thomas Rotch, Charles Norris

NORTHERN LIBERTIES.

Wm. S. Bruner John Naglee

SOUTHWARK.

Wm. G. Alexander Nathaniel C. Foster

PENN TOWNSHIP.

Adam Woelpper Thomas Hart

MOYAMENSING.

James Ronaldson Alex. W. Reed, Sen.

KENSINGTON.

Arundius Tiers Jona. Wainwright

OXFORD AND BYBERRY.

Isaac Whitelock James Thornton

Resolved, That Samuel Jaudon be appointed Treasurer.

Resolved, that when this meeting adjourns, they adjourn to meet again at this place on Thursday next at 12 o'clock, M.

Resolved, That the proceedings of this meeting be published.

Resolved, That this meeting adjourn.

(Signed)

THOMAS F. COPE, Chairman.

George M. Dallas, }
John R. Neff. } Secretaries.

The Committee to whom was referred the Seventh Resolution of the Town Meeting appointed to designate Ward and Township Collecting Committees, will meet at No. 66 Dock street, this morning, at half past 11 o'clock, A. M.

From the United States Gazette.

TO THE STOCKHOLDERS OF THE PENNSYLVANIA AND OHIO CANAL COMPANY.

The undersigned to whom in part you have committed the responsible trust of locating, and putting under contract, the important work, which is to connect the extensive public improvements of the States of Pennsylvania and Ohio, deem it their duty at this time to apprise you of the progress they have made in the discharge of the duties assigned them; in all which they have had the efficient and cordial co-operation of their associates in the trust, William Boyd and William Robinson, Jr.

Soon after the organization of the company in May last, the examinations and surveys were made under the superintendence of Messrs. Dodge and Harris, engineers, who had had much experience in the science of canalizing—the former in the construction of the public works in Ohio, the latter in those of Pennsylvania.

Their reports to the board of Directors, fully sustained the favorable representations, which had been previously made by other engineers, of the facilities of the route, and of the abundant supply of water throughout the line.

The line was then divided into two divisions, denominated the Eastern and Western divisions. The former extended from the junction with the Pennsylvania Canal, across the dividing line of the states, through the county of Trumbull, to the east line of the county of Portage, in the State of Ohio, comprising a distance of forty-seven and a half miles, which was committed to the charge of James D. Harris, as principal engineer.

The Western division, included the balance of the main line, to its junction with the Ohio Canal at Akron, a distance of thirty-four and a half miles, which, with the feeders from the Cuyahoga river, and the Lake reservoirs, were given in charge to Sebried Dodge, as principal engineer.

On the 10th of August, sealed proposals were received at New Castle, Pennsylvania, for the construction of about twelve and a half miles of the canal, embracing that portion of the line, which lies within the limits of Pennsylvania, and contracts were entered into for the work, at an aggregate amount of \$119,696. This work included an aqueduct across the Shenango, a dam across the Mahoning, six locks and eight culverts. The contractors immediately commenced their labours, and every section is now in rapid progress, three monthly estimates having been paid to them.

On the 21st of September, 17 miles more of the Eastern division were placed under contract, embracing six additional locks, one dam, and nine culverts, at the aggregate sum of \$103,202, and on the 11th of November, the balance of the Eastern division, being 18 miles, was put under contract for the sum of \$164,778, which included 15 locks, 2 dams, 2 aqueducts, and nine culverts.

The entire eastern division of 47½ miles, is now under contract, to about seventy different companies of efficient responsible contractors, at the aggregate sum of \$387,676; and is to be completed as far as Warren, about 35 miles, by the first of September next, and the balance in September, 1837. The lockage on this division, is 149 feet.

A portion of the Western division, including about 12 miles of the main line, and the feeders from the Cuyahoga and the Lakes, was placed under contract on the 17th of August, and two estimates amounting to about \$10,000, have already been paid to contractors on this division. The contracts entered into for the two summit sections, were for grubbing and clearing the line, and excavating such portion thereof, as would enable

the waters of the Cuyahoga and Break-Neck to be thrown across the summit ridge, for the purpose of washing it down to the proposed depth. The balance of this division was put under contract on the 18th of November. The aggregate amounts of the contracts for the entire western division, including the feeders and lake reservoirs, all the locks, aqueducts, dams, culverts and road bridges is \$385,015. To this sum should be added, however, the estimated cost of excavating the two summit sections, in case the washing process should not succeed according to the calculation of the engineer, which, including one feeder not under contract amounts to \$22,000, making the sum of \$407,015, as the cost of the western division according to the contracts already made, and to be completed by the first of September, 1837. The lockage on this division is 223 feet.

The length of the main line of Canal, from its junction with the Ohio Canal at Akron, to its intersection with the Pennsylvania Canal, about two miles below New Castle, will be 82 miles, and from thence to Pittsburgh by the Pennsylvania Canal, already completed, and the proposed Canal reported by the Canal Commissioners of Pennsylvania in 1833, will be about forty-six miles, making the whole distance by this communication from the Ohio Canal to Pittsburgh, *less than one hundred and thirty miles*—and from Pittsburgh to Cleveland on Lake Erie, about *one hundred and sixty-six miles*!

The expense of construction of the entire line upon the terms of the contracts, including the estimated expense of the two summit sections and the feeder not yet under contract, with all the feeders and lake embankments, locks, aqueducts, dams, &c. will amount to the sum of \$794,689, to which, if we add 15 per cent. for contingent expenses, will make the total amount of \$913,691.

The total amount of lockage is 372 feet.

There have been donations in money, well secured to the company, at various villages through which the canal passes, for their accommodation, to the amount of about thirty thousand dollars, and to village lots and lands located in the village of Warren and Ravenna, the seats of justice for the counties of Trumbull and Portage, in the State of Ohio, and at other places along the line, for the use and accommodation of the water power, to the extent of more than seventy acres, which will hereafter become of great value to the corporation.

Releases of damages have also been given to the company, and recorded in the records of the proper counties, for any injury which may be sustained from the diversion of the waters of the Cuyahoga river, by the proprietors of the water power to the extent of about three hundred feet fall of that valuable stream, from which, and its tributaries, the greatest portion of the line is supplied with water.

The quantity of water which must be introduced upon the summit to supply the lower levels, dependent upon it, will be about 4000 cubic feet per minute. This must necessarily be passed around the flight of locks, in descending east and west, and create a water power of great extent, in a section of country where it is of immense value. By the provisions of the 5th and 19th sections of the Act of Incorporation, the company have the right and privilege of improving the same for hydraulic purposes, and such improvements, and the rents and profits arising therefrom, are, forever exempt from taxation, for any purpose whatsoever.

By the amendatory act of the last session of the Legislature of Pennsylvania and Ohio, the company are secure of receiving 8 per centum per annum, on all the monies which they may invest in the construction, repairs, and other incidental expenses appertaining to the canal, whenever the states shall deem it expedient to purchase the same, the improvements and water

power being still retained by the company, under the liberal provisions of their charter, with the donations which have been made them.

All the rights and privileges of the charter are granted in perpetuity to the company, unless the state should hereafter see proper to purchase the canal for the use and benefit of the public, in which event each Stockholder will receive the full amount of all his advances (unless previously received in tolls) for the construction, repairs, and all other expenses attending the canal, with eight per cent per annum thereon, from the time of making the several payments.—His security for the one alternative or the other, is as ample as an act of a Legislature can make it. It is an eight per cent stock, if the states ever make the purchase; if they do not, it is a perpetual charter, limited in the amount of tolls to be received on the canal to ten per cent nett income on the capital invested therein, and unlimited in the amount of rents and profits to be derived from the use and improvements of the water power, which will not revert to the States on the purchase of the canal.

These, with the donations of land and money given to the company, will remain to them in perpetuity.

It would seem to be unnecessary, under such circumstances, to urge upon the members of this corporation the importance of a vigorous prosecution and a speedy accomplishment of the work.

To such as will reflect and consider that this improvement is to open a canal communication to the City of Philadelphia, from the Ohio Canal and the upper Lakes, nearly two hundred miles shorter, and which can be improved in the Spring about five or six weeks earlier, and much later in the Fall than the one now leading to the city of New York—no further information is wanted to stimulate their exertions in accomplishing the object in view, without delay.

To show the convictions and apprehensions of those whose interests may be adverse to this improvement and who have watched with deep solicitude the progress of this work, we make the following extracts from the report of the Board of Directors of the New York and Erie Rail Road recently published.

"The completion of the rail road from the city of New York to the Alleghany river is the only mode in which the vigorous efforts of Pennsylvania, to secure to her own metropolis the trade of the West, can effectually be counteracted. Not content with establishing the line of communication between Philadelphia and Pittsburgh, and thereby controlling the commerce of the Ohio River, the enterprising citizens of that State are now constructing a canal in the valley of the Mahoning, extending from a point near Pittsburgh, north-westerly across the State of Ohio, and reaching the Ohio canal in the vicinity of Cleveland, on Lake Erie,—and it is the avowed object of this measure to attract to Philadelphia the whole of the early trade of the upper lakes, and thus cut off from the city of New York one of the most important branches of inland commerce by which it has hitherto been supported and enriched."

"The pressing and urgent necessity of effecting a connection as soon as possible, between the Hudson River and the Alleghany, in order to save this branch of our trade, will therefore be obvious; for if the merchandise of New York can reach Pittsburgh as soon as that of Philadelphia, the Mahoning Canal will be open alike to both; and so far from affording any preference in point of time to either of the competitors, will operate only to expedite the transmission, in the Spring, of merchandise from New York destined for the regions around the upper Lakes."

"The spirited exertions which the merchants and board of trade of Philadelphia have used to hasten the construction of the Mahoning Canal, will however insure its completion three or four years sooner than the New York and Erie rail road can be finished from Hudson to the Allegheny, unless aid be afforded by the Le-

gislature, and in the mean time a new channel of commerce will have been created, and new business relations established between Philadelphia and the country around the Lakes, which it will be difficult to disturb, and which must operate very injuriously upon the commercial prosperity of the city of New York."

Such are the sentiments entertained by the citizens of New York, in regard to the commercial results of the enterprize, in which we are now engaged.

Of the extent and value of the commerce which must be carried on, between the country bordering on the great Western Lakes, and the seaboard; and the certainty of its being diverted from its present channels, by the proposed improvements, they seem to be fully apprised.

Shall we manifest less solicitude in securing these important commercial advantages at an early period, than they do in counteracting our operations, or in devising and perfecting measures to turn them to the best account? All that is now wanting to complete this enterprize, and open this great thoroughfare for the commerce of the West to pass to the seaboard, within the time specified in the contracts, is energy and promptness on the part of the stockholders.

Stock has been subscribed to an amount exceeding \$980,000. About \$100,000 of this amount has been taken by the citizens residing on the line, who have met all requirements of the Board of Directors with promptitude.

A system of rigid economy has been adopted by the Board of Directors in regard to contingent expenses.

The compensation of the President during the progress of the work has been fixed at \$1500 per annum; the Treasurer's at \$500, who has given bonds with sureties for the faithful discharge of his trust; the Secretary receives \$3 per day during the time he is necessarily employed in the business of the Company; and the Directors are allowed the amount of their personal expenses while attending to the duties assigned them.

If the exertions of the Board of Directors to urge forward the work, are seconded and sustained by the stockholders, and the instalments are promptly paid as required for its vigorous prosecution, we may reasonably anticipate, that about 35 miles of the line may be completed by the first of September next, and the whole line in the month of September following.

Canal Office, Warren, Ohio, Nov. 26th. 1835.

A. LACOCK,
WILLIAM RAYNE,
LEICESTER KING,
JNO. SLOAN,
JOSEPH T. BOYD,

Directors of Penn'a & Ohio Canal.

Having examined the foregoing report, and compared it with the entries upon our books, we concur in the truth of the facts and statements therein made, so far as relates to the canal, and the items under our inspection and charge.

November 27th, 1835.

SEBRIED DODGE,
JAMES D. HARRIS,

Principal Engineers, Penn'a & Ohio Canal.

U. S. REVENUE—PORT OF PHILADELPHIA.

The Revenue accruing to the United States of Imports into this port, during the present year, have been as follows, viz:

	1835.	Same per'd 1831.
1st Quarter, ending March 31st	456,164 17	570,758 47
2d Quarter " June 30th	830,985 35	603,951 32
3d Quarter " Sept. 30th	840,911 15	572,928 21
Month of October	160,625 85	90,873 40
	<u>\$2,284,686 47</u>	<u>1,838,511 40</u>
Gain in 10 months in 1835		\$450,175 07

THE REGISTER.

PHILADELPHIA, DECEMBER 26, 1835.

Resignation of the Recorder.

We learn that Joseph McIlvaine, Esq. has resigned the office of Recorder of this city.

The present number concludes this Volume, and we regret to say it is also, the last which we feel justified, in consequence of the very limited patronage received, to issue.

We have now conducted the Register for Eight years, during which time our feelings have been deeply interested in its success; and we confess it is with no little mortification and disappointment that we are compelled to abandon it. But when it is known, that no profit has accrued to us from the work, and that for the last year or two, it has not fully reimbursed its expenses—it will no longer be a matter of surprise that it should be discontinued. Had our own interests been alone consulted, this would long ere now have been the case. But whenever it was heretofore proposed to discontinue the work, we were so strongly urged by gentlemen of intelligence and respectability, still to go on in our labours, that we yielded a ready compliance with their wishes, hoping that some favorable circumstances would arise by which we should be warranted in proceeding. Our anticipations, however, have not been realized, and the only alternative left us, is to arrest the course of the work—and this at a moment, when, of all other periods in the history of the State, its prosperous condition, its internal improvements, its immense resources would seem especially to indicate the necessity for some permanent record of the several steps, by which in a short time, it will unquestionably be placed upon the foremost rank in the Union. Abundant materials for this purpose are constantly falling into our hands—these will be preserved—and should the public manifest by more decisive tokens than we have yet witnessed, that such a depository of facts and documents ought to exist, we will cheerfully resume our labours. Hitherto, our patrons have been principally confined to the city. With the exception of a few counties, the Register does not circulate in the interior of the State at all—but in both city and county, we have no doubt that those who have received our paper, could within the circle of their influence, obtain for it a sufficient number of new subscribers to induce a resumption of the work. Two hundred names, in addition to our present number, would enable us to proceed. We have found from experience, the inefficacy of indiscriminate applications—and therefore respectfully make the suggestion to those who feel an interest in the work, to endeavour to obtain that or a larger number, and transmit them to our office, No. 61, Arcade.

The following spontaneous appeal was published in the daily Gazettes, two years since, but has not before been recorded in our work.

TO THE PUBLIC.

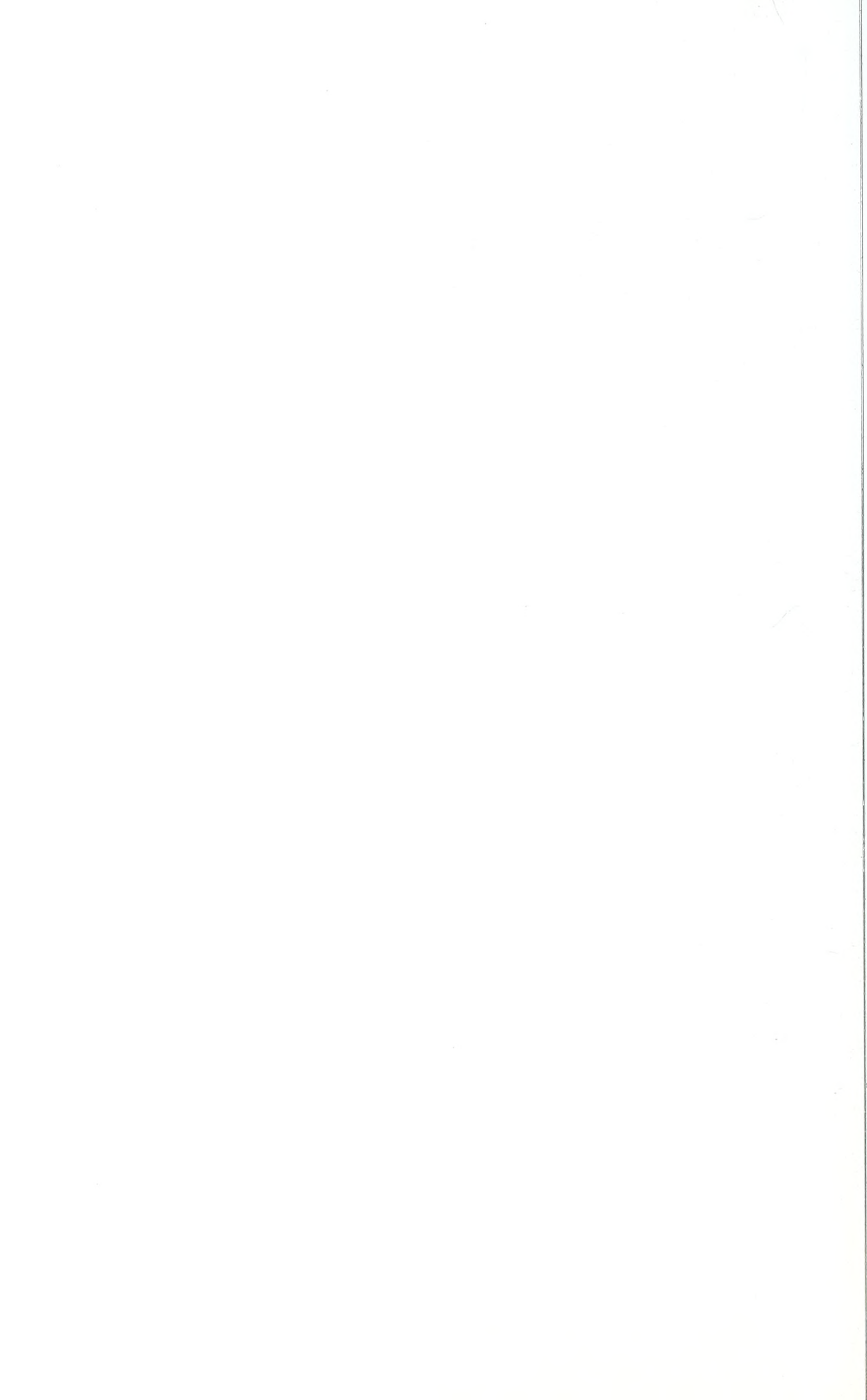
The Subscribers, deeply impressed with the importance of preserving in a permanent form, the records of interesting facts, occurrences and improvements, together with public documents and other papers which may in any manner illustrate the history of our growing commonwealth, and anxious to see due encouragement afforded to efforts having this object in view, have found no means more direct, economical and effectual, than the support of a periodical publication, principally devoted to the preservation of historical events. They have, from its commencement, been subscribers to the Register of Pennsylvania, edited by Samuel Hazard of Philadelphia, and have uniformly been gratified with the nature and variety of its contents, and the just discrimination which has guided the editor in his selection of materials. As the Register has now reached its twelfth volume, they feel entire confidence in recommending it to the public as a work eminently deserving the support of every enlightened Pennsylvanian, and worthy of a distinguished place in every public Library in our country. Whoever reveres the memory of the founders of Pennsylvania—whoever regards with interest the magnanimous labours that have raised her to the enviable rank which she holds among the states of the confederacy, whoever looks with pleasure upon the gigantic public improvements that are scattered over her extended surface, and upon the exhaustless treasures which those improvements are destined to develop, cannot fail to possess a correspondent interest in the work of which it is a leading object, to treasure up the record of those events which have made Pennsylvania what we now behold her.

It having been suggested that the work has a circulation more limited than its merits and importance demand, and that its continuance may possibly depend upon an increase of patronage, the subscribers, without any solicitation on the part of the editor, have ventured to offer to their fellow citizens this expression of their sentiments, in order that all who take pleasure in fostering meritorious enterprises may be induced to consider the claims of the Register of Pennsylvania—and bestow upon it that encouragement which its estimable object and its able management may seem to deserve.

PETER S. DUPONCEAU,
THOMAS P. COPE,
ROBERTS VAUX,
MATHEW CAREY,
THO. C. JAMES,
WALTER R. JOHNSON,
JOHN SERGEANT,
J. R. TYSON,
CH. CHAUNCEY,
W. H. DE LANCEY,
JOHN M. SCOTT,
JOS. HOPKINSON,
HENRY BALDWIN.

The Index will be sent to subscribers next week, if possible.

There is a considerable quantity of floating ice in the Delaware, and a thick fog.





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STORAGE

